CYCLE NEWS

May 6/May 20, 1987 : Number 17

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Riding impression

Kawasaki KDX 200

Knievel backs helmet bill

Ward takes Tampa Supercross

In the WIND
BY PAPA WEALEY

Rothmans Honda's Wayne Gardner beat Marlboro Yamaha's Eddie Lawson by 22 seconds to win the April 26 Spanish road race Grand Prix in Jerez, Spain. Ron Haslam (Hon), Niall Mackenzie (Hon) and Kevin Schwantz (Suz) rounded out the top five. Japanese GP winner Randy Mamola (Yam) finished sixth.

Marlboro Yamaha's Martin Wimmer won the 250cc GP in Jerez, Spain, on April 26. Wimmer's teammate Luca Cadalora finished second with Juan Garriga (Hon) rounding out the top three. Defending champion Jorge Martinez (Der) won the 80cc class and Fausto Gresini (Gar) was the 125cc winner. The team of Steve Webster and Tony Hewitt (LCR) won the Sidecar class.

Honda's three-time World Champion Freddie Spencer was a no-show at the Spanish GP; Spencer broke his collarbone on March 4 during qualifying for the Daytona 200.

World Champion Dave Thorpe (Hon) turned in a 4-1 moto tally to win the Austrian 500cc MX Grand Prix in Sittendorf, Austria, on April 26. Georges Jobe (Kaw) finished second with Heinz Kinigadner (KTM) third. American Billy Liles finished third in the second moto.

The 500cc World Championship Motocross point standings have Thorpe leading the way with 108 to Hakan Carlqvist's 75. Jobe is third with 61 points.

Honda-mounted privateer Paul Krause edged Husqvarna's Dan Smith to win round four of the AMA National Hare & Hound Championship Series, held April 26 near Plaster City, California. Mike Baker finished third (first 250) aboard a Yamaha, and Honda rider Bruce Taylor topped the 125cc division, finishing ninth overall.

The AMA received no "TV money" for the live television broadcast of the April 11 Ascot Half-Mile, according to AMA Dirt Track Manager J.B. Norris. "Our sport needs two things," said Norris. "We need major sponsorship to operate in concert with Camel, and we need TV coverage." Norris said the AMA decided to forego the collection of any broadcast fees in order to facilitate the broadcast. The race was aired on ABC's Wide World of Sports.

OPENED: Western Eastern Roadracers' Association's (WERA) new offices at Unit A-5 Spanish Wells Business Center, P.O. Box 1960, Spanish Wells Road, Hilton Head Island, SC 29925, 803/681-WERA.

Inter-Shows Indoor Swap Meet of motorcycle parts and apparel will take place at the Orange County Fairgrounds in Costa Mesa, California, on May 8. Prime selling locations are available for $25 and reservations must be made in advance. For more information contact 714/354-0515.

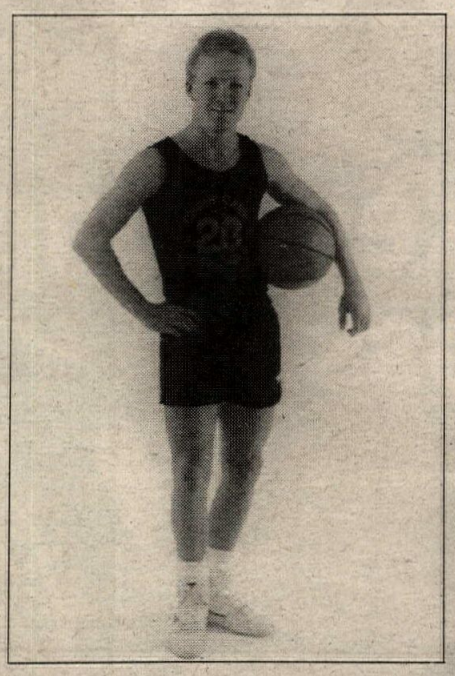
Bob Ruesch of San Pedro, California's Cycle Service called to correct an item we ran in this section last week. "We purchased the parts inventory of Maico USA and will be importing parts, but we did not purchase the rights to the name." For more information, call 213/548-6874.

During a lull in a practice session day at the recent Indy car race meet in Phoenix, Arizona, Indy 500 winner Rick Mears was seen drag racing crew members on Yamaha YSR50s. Motorcycle road racer Mark Webster of Team ABQ challenged Mears to come out to Firebird Raceway on Sunday and race in the Phoenix Road Racing Organization's Formula 99 class. Mears said, "No way! You guys are nuts!"

Road racers who took part in Suzuki and Honda contingency races at the April 18-19 Loudon Road Race Series meet in New Hampshire and finished in positions which earned them contingency money should call Anne Hutchinson at 914/679-2579. Anne needs your Social Security number!

Following his second-place finish at the Tampa Supercross, Kawasaki's Ron Lechien celebrated in a rather unorthadox manner. After popping open a bottle of champagne in the winner's circle, Lechien began spraying one of the Coors trophy girls, who proceeded to run away from Lechien. Lechien charged after the girl in a 35-yard, high-speed foot chase. Lechien eventually caught up to and dove after the girl, executing a perfect shoe-string, touchdown-saving tackle. Track announcer Larry Maiers said over the PA, "If only Lechien tried that hard during the race, he might've won."

The 1987 Coors Barstow-to-Vegas Hare & Hound will be held on Saturday, November 28. Entries will be accepted from July 1 through September 4. If more than 1200 entries are received by AMA District 37 officials a drawing for starting slots will be held. Entries from District 37 card holders will be drawn first. Notification of entry acceptance will be mailed on September 14. For entry forms or information, send one legal-size, self-addressed, stamped envelope to: Coors B To V '87, P.O. Box 3560, Hesperia, CA 92345-0919. The official race headquarters will be the Hacienda Resort Hotel & Casino in Las Vegas, Nevada.



AMA Grand National Championship Dirt Track Series point leader Chris Carr currently sponsors a city league basketball team in Manteca, California. The factory Harley-Davidson rider played basketball in high school, no doubt handicapped by his five-foot, five-inch stature.

Two-time Colorado Mountain Roadrace Association (MRA) champion John Hopperstad and the Team Boulder Yamaha road racing effort will be sponsored by Jolly Rancher Candy for 1987. Hopperstad joins drag racer Don Garlits and others in the Jolly Rancher motorsports team.

The Human Race Team (Andy Fenwick, Kurt Hall, Ben Martinez) currently leads the 1987 WERA/EBC Brakes National Endurance Series after three rounds by 15.6 points over Genesis Racing, 220.41 to 204.81. Round four will be held at Blackhawk Farms Raceway in Illinois, on May 9.

The 750cc Ducati twin that Geoff McCarthy rode to victory in the La Carrera Classic II on April 11 wasn't prepped by Rennsport as reported in our last issue. The bike was actually tuned by Tim Pennell of Sunnymead Cycles in Riverside, California. Rennsport is a support sponsor to the Team Sunnymead Cagiva-backed rider.

Don Brown's Glen Helen Park has been honored by the CMC as the top motocross facility during the CMC-sanctioned Golden State Series.

English speedway star Phil Collins will spend the summer in California to compete for the U.S. National Speedway Championship. "After my holiday to southern California last year, I fell in love with the local speedway scene and I will be a part of that scene for the remainder of the 1987 season," Collins said.

For the third time in four years, Harley-Davidson has received a major contract from the California Highway Patrol for police motorcycles. The contract calls for delivery of 171 Harley FXRPs at a rate of 15 per month. The FXRP PursuitGuide police bikes are production model Harleys equipped and prepped to meet the demands of police work.

Honda East of Bear, Delaware, has formed Honda East Racing. The team consists of Chris Bloch (WERA/AMA road racing), Brian Callahan (AMA MX racing), Duane Francis (WERA road racing), Keith Harris (AATVA/AMA racing), Gordon Kornbau (AMA observed trials) and Mark Miller (AMA dirt track racing).

Women's National Motocross Champion Mercedes Gonzalez will compete in the 250cc Pro Ultracross portion of Mickey Thompson's Off-Road Championship Gran Prix on May 2 at the Rose Bowl in Pasadena, California. The race will feature inverted starts, putting the fastest qualifiers in the back row and awarding passing points to those riders.

The Los Angeles Coliseum and AMA-sanctioning have been secured for the June 27 Coors Superbowl of Motocross, according to SXI representatives.

Former Grand National Champion turned promoter Mike Kidd will hold an off-road Gran Prix in conjunction with a half mile dirt track at Devils Bowl Speedway in Dallas, Texas, on May 9. Kidd has commitments from dirt tracker Terry Poovey and motocrosser Dennis Hawthorne, to race at the event. For more information, call 817/627-7483

According to R.J. Reynolds, Galia Gomez of Miami, Florida, has been selected to represent Camel as Miss Camel in the 1987 Camel Pro Series. Gomez replaces Linda Hellund and will attend the entire Camel Pro Series.

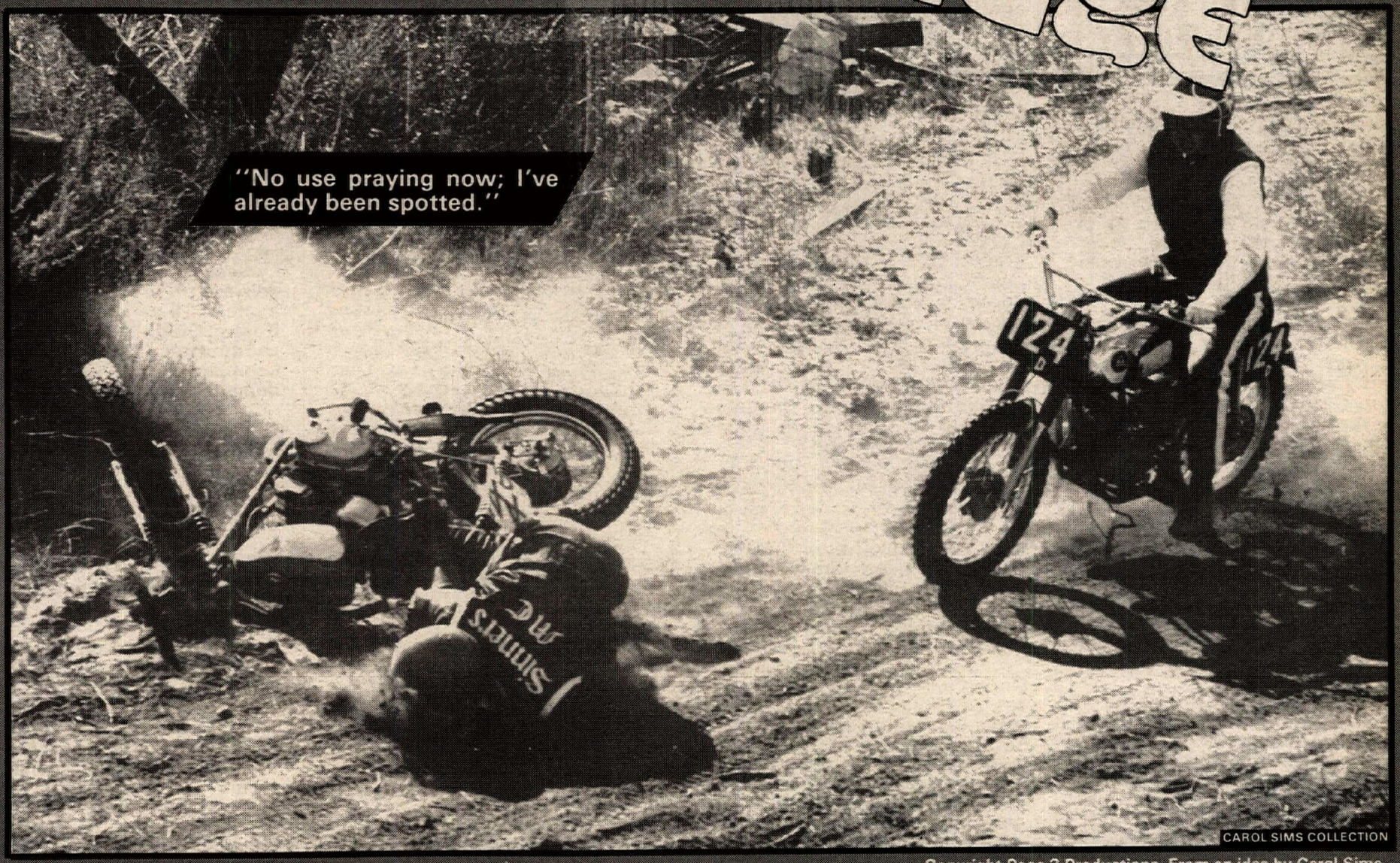
The 7th Annual Harley-Davidson H.O.G. Rally & Races will be held in Dallas, Texas, on June 7 at Devils Bowl Speedway. The Bob Bagwell-promoted event will feature AMA half mile racing, a swap meet, and an antique and custom motorcycle show. The event is being sponsored by the Harley Owners Group and Texas Harley-Davidson dealers.

The County of Los Angeles Department of Parks and Recreation will hold a public meeting on May 6 regarding the conceptual plans for the following Los Angeles (California) County Off-Highway Vehicle Parks: Big Rock Wash, Hume

(Continued to page 4)

Beta's new enduro bike, the 250 Rally, is powered by a 249cc, two-stroke, water-cooled powerplant and features an optional 5.7-gallon desert tank; the machine is now available in the U.S.

Over the edge



CAROL SIMS COLLECTION

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: The 1987 Kawasaki KDX200 gets a workout in the Southern California Sierra Nevada Mountains. KDX riding impression begins on page 22. Photo by Kinney Jones.

voices

Cologne dates

In the April 15th issue "Wind" section, in an article starting off with "For those who plan ahead," you gave the date of the Cologne show as September 21 through September 25.

You might also tell your readers to "plan ahead" and remain in Cologne for an additional year to see the show, since it will be held in 1988, not 1987 as the article implied by omitting the year.

The Milan show will run this year from November 21 to 29.

LARRY WISE
Cosmopolitan Motors, Inc.
Hatboro, PA

Ron's big feet

I had a bet with my riding partner that Ron Lechien has the biggest pair of feet (size 14) in motocross racing. I also said that big feet are usually a problem when it comes to controlling a bike. Am I right or did I just stick my foot in my mouth?

KARL HOLLANDS
North Hollywood, CA

According to Ron's dad, Dick, Lechien does have two of the biggest feet in motocross, but he wears a size 13, not size 14. Because big feet can be a handicap during a race, Lechien forces his feet into size 12 boots and suffers for the duration . . . Editor.

Double winner

I would like to thank Yamaha, Answer Products and Scott Goggles for their help in my recent victory in the 80cc (12-15) class at the Pontiac Silverdome.

I also won a new 1987 Yamaha YZ125 in a drawing sponsored by Wheels of "O" and Yamaha. I would like to take this opportunity to personally thank Mr. George Van Sickle for this donation and his interest in the sport of motocross for so many years.

ERIC McLEAR
Romeo, MI

Filling the gap

I simply wish to tell you how much I have enjoyed Dave Holeman's column, How You Can Win, over the last few months. Though I do not always agree with Mr. Holeman, I am very pleased at the gadfly approach he has taken; his columns are always a cause for some thoughtful examination of the top. I hope, very much, that you will continue to keep your readers aware of political developments that affect motorcycling.

Though American Motorcyclist magazine and the AMA's Action provide much information in this area, their monthly and bi-monthly publications, respectively, tend to delay its impact and prevent timely dissemination.

Your newspaper seems to be moving towards filling this gap. I strongly urge you to become still more involved in the political aspects of motorcycling. *Cycle News* is staffed by journalists, not simply parrots of the motorcycle marketing departments; if other commercial motorcycle publications simply wish to hide their heads in the sand then let your example serve as a model.

As motorcycling matures, our needs evolve with it; now is the time for us all to work for the betterment of motorcycling. It is like Mr. Holeman writes — nothing will improve if we do not work for it. For most of your subscribers, motorcycling is a way of life, a passion — racing is not just all we are about.

Please keep Mr. Holeman writing and busy pestering us away from ignorance and lethargy.

BARRY H. HELLMAN, JR.
Lorton, VA

Thank you, Al

On Monday, March 30, I phoned Al Baker's XR's Only and ordered two intake valves for my '85 Honda XR350. I explained to the order department that it was critical that my order be shipped quickly as there was an enduro the following weekend. I was assured that the parts would arrive by Thursday. Thursday arrived but the parts did not. Apparently the valves were on back order.

On Friday I spoke to Al Baker and expressed my displeasure with his shipping department. A sincere apology was given, along with the promise to "make things right." I was lucky enough to have some old valves to use for the enduro.

The head was sent to Al Baker the following week and his staff performed a complete valve job, including putting a satin finish on the intake ports at no charge. All parts ordered were sent at cost. Al guaranteed that my head would arrive on Thursday, April 9. He did better than that and my package arrived on Wednesday.

This letter is to let all of your readers know that Al Baker is a real businessman who cares about the people who support his shop. His kindness and generosity have left lasting impressions on me for many years to come.

Thank you, Al Baker, for all your help.

BOB HOLMES
St. Helena, CA

Shocked over photograph

I was shocked to see the picture of a less than half nude girl with the winners at Ascot. I am glad that whoever was running the TV cameras did not put this disgusting spectacle before the viewers. This kind of display helps to attract the very element that motorcycle racing would do better without.

How many parents do you think would like to expose their children to this? No wonder we're losing spectators. I would be humiliated to ask our friends and neighbors to attend a race where they could be exposed to nudity.

Those people who are responsible for things like this are remiss to allow them to continue. How about promoting racing, not burlesque. Let's make it a sport that the *whole* family can attend.

JESSIE L. ROEDER
Monroeville, OH

Wind

Continued from page 2)

Canyon and Bee Canyon. The meeting where the plans will be presented will be held at the Valencia Public Library located at 23743 West Valencia Blvd., Valencia, California, starting at 6:30 p.m.

A scoring mix-up at the April 11 La Carrera Classic II road race caused Ed Meagor and Rick Murray to be left out of the official results. Both Meagor and Murray did, however, finish the 115-mile race across the Baja Peninsula.

Test sessions from the mile oval in San Jose, California, on Thursday, April 23, had Wayne Rainey turning the fastest times of the day on his Honda. Also in the fast guys group were Ronnie Jones and Jimmy Filice. Filice is returning to dirt track racing after a road-racing-only effort in 1986 and will ride an Eddie Atkins Harley-Davidson at the May 3 San Jose Mile.

AB364, a measure by California Assemblyman Jim Costa (D-Fresno) which would remove monies from the state Off-Highway Vehicle fund to pay for an amendment to the Rare and Endangered Species Act of 1984, was approved 11-1 by the Assembly Water, Parks and Wildlife Committee on April 22. The measure would take at least $350,000 (amended from $5 million) from the state "green stickie" fund to support a Department of Fish & Game program. AB364 will soon be heard by the Assembly Transportation Committee. Letters protesting the measure should be sent to Assemblyman Richard Katz, chairman, Assembly Transportation Committee, State Capital, P.O. Box 942849, Sacramento, CA 94249-0001.

A press/dealer kick-off race to Yamaha's YSR50 Challenge Series at Willow Springs International Raceway was held on April 25. Cycle World's racer/tester Doug Toland won the event with Cycle magazine's racer/tester Danny Coe finishing second. Third place went to Motorcyclist magazine's Mitch Boehm.

In last week's coverage of the NMA World Mini GP, some classes were inadvertantly left out of the results. Here are the ones we missed (top three): Jr. Cycle Stk.: 1. Jason McCormick; 2. Russ Anderson; 3. Carey Hart. 83 Stk. (9-11): 1. Craig Decker; 2. Ezra Lusk; 3. Josh Kuchta. 83 Mod. Nov. (12-plus): 1. Tony Young; 2. Jason Kawell; 3. Earl Goudreau. 83 Stk. Int. (12-plus): 1. Dustin Evans; 2. Tim Hodes; 3. Ronnie Heitmann. 80 Mod. Int. (12-plus): 1. Dustin Evans; 2. Tim Hodes; 3. Spud Walters. 83 Stk. Nov (12-plus): 1. Tony Young (Kaw); 2. Jason Kawell; 3. Michael Lord. 125 Stk. Int.: 1. Rick Simmett; 2. Rallon Vohland; 3. Richard Saxton. 125 Mod. Int.: 1. Damon Bradshaw; 2. Chris Trickle; 3. Rob Hansen. 250 Stk. Int. 1. Craig Davis; 2. Tallon Vohland; 3. Jason Langford.

Can-Am's Ron Naylor was the overall winner at the Shasta Dam National Hare Scrambles in Redding, California, April 26. Second overall went to Ed Lojak (Hus) followed by Tony Hendon (Can-Am), Kevin Brown (Hon) and Mark Hyde. Brown's fourth-place finish maintains his series points lead. •

El Kawasaki es magnifico en México.

LA CARRERA CLASICA II. SAN FELIPE, BAJA CALIFORNIA, MEXICO. ABRIL 11 DE 1987. La nueva motocicleta EX500 de Kawasaki conquistó la carrera de La Carrera. Olin Daunell y su EX500 fueron victoriosos en la clase de 500cc. Y las posiciones dos y tres también eran ganados por el EX500.
En español y en ingles, el EX500 es Numero Uno.

Kawasaki

Deja los buenos tiempos rodar.

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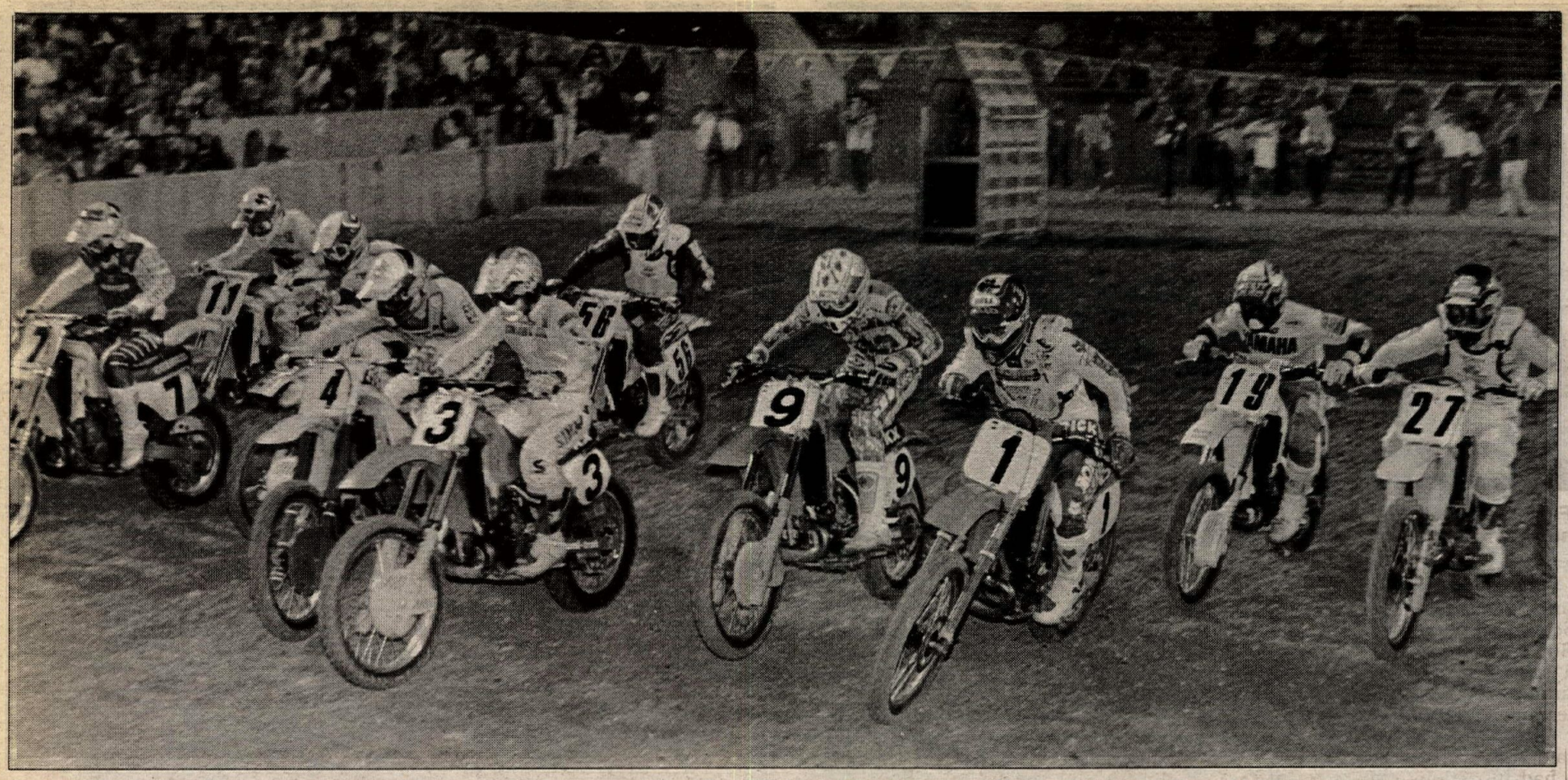


Jeff Ward (3) gets the jump at the start of the 250cc main. Ron Lechien (9), Rick Johnson (1) and Johnny O'Mara (4) chase.

Johnson (1) and Lechien (9) spent the early half of the 250cc main this close. The two rivals put on a spectacular show.

AMA/Coors Supercross Series: Round 11

Ward, Lechien take 1-2 in Tampa

By Kit Palmer
TAMPA, FL, APR. 26

Team Kawasaki's Jeff Ward made it look almost too easy. The current supercross point leader ran away and hid from the rest of the 20-rider pack to capture his fourth victory of the series. Ward led the 250cc main event wire-to-wire while his teammate Ron Lechien finished second. Honda's Rick Johnson, and Suzuki's Donny Schmit and Johnny O'Mara rounded out the top five.

Ward's second victory in the last three outings has given him an additional five points over defending Supercross Champion Rick Johnson, who rode the Tampa Stadium, Coors-sponsored event with a broken finger on his right hand. The finger, which he broke two weeks ago at the Pontiac Supercross, was heavily taped and immobile. Riding in pain and having the finger set to where he could hold on to the throttle, Johnson said he was performing at only 80% of his ability.

"Dean Miller (Johnson's trainer) told me I'll be riding in a lot of pain but I won't really actually be hurting anything," said Johnson. "Knowing that gave me a real boost."

In the 125cc class, Suzuki riders Keith Turpin, Ron Tichenor and Vince DeVane supplied most of the action during the main event, and when it was all over Turpin captured the win over local favorite Tichenor. Fellow Floridian DeVane was running a close third late in the moto before crashing out and giving Yamaha rider Todd DeHoop third.

Heats

A very enthusiastic and vocal crowd of 45,000 packed the Tampa Stadium when the first of three heat races lined the starting gate. Because of a light turnout of 250cc riders, only three heat races were run compared to the standard four, and the top four finishers in the heats and the two semis automatically transfered to the main.

O'Mara blasted his factory Suzuki into the lead at the start of the first heat race, but went wide in the first turn letting by Honda rider Fred Andrews and Yamaha's Keith Bowen and Jeff Stanton. The first rider to make a move was Stanton who dove by Bowen to take over second place and he started taking a closer look at Andrews. By the next lap, Stanton was leading the way, while O'Mara began his drive to the front.

Eventually, the Suzuki rider snuck inside of Bowen then motored by Andrews in a section of whoops. Once into second, O'Mara set his sights on Stanton and slowly reeled him in. With two laps to go, O'Mara forced his way around Stanton, but the Yamaha rider quickly retaliated. Just before taking the white flag, O'Mara made his second bid for the lead stick. Crossing the checkered flag, it was O'Mara out front followed by Stanton, Bowen and Andrews.

The second heat race was uneventful, with Lechien coasting to a start-to-finish win. Yamaha's Jeff Leisk cruised in second the entire distance, finishing comfortably ahead of Canadian Ross Pederson. Honda rider Larry Brooks, Kawasaki's Eddie Warren and Schmit spent the whole race in a heated dogfight over fourth. It wasn't until late in the moto when Warren edged his way around Brooks for an early trip to the main.

Ward stole the holeshot in the final heat race ahead of Suzuki's George Holland, Johnson and 16-year-old Yamaha rider Shaun Kalos, who was competing in his first AMA Pro event.

Ward quickly extended his lead while Holland and Johnson battled over second. It took Johnson four laps before finding a clear line around Holland, and by that time Ward was long gone. Another hot shoot-out was brewing over fourth place between Kalos, Suzuki riders Alan King and Erik Kehoe, and Honda-mounted Guy Cooper. When the smoke had cleared, it was King getting the upper hand over Kehoe, Kalos and Cooper.

Ward's win was the fastest of the night, and with that he nabbed the Coors Cup $1000 check and four more points towards the Coors Cup Championship Series.

Semis

Brooks nailed the holeshot in the first semi, inches ahead of Suzuki-mounted Willie Surratt and Honda-armed Ricky Ryan.

A few turns later, Ryan slipped by Surratt and set after Brooks in what looked to be a Brooks/Ryan dice to the finish. But during the second lap, Ryan landed hard, clipping the end of a table-top jump with his back tire and collapsing his Honda's rear suspension. Ryan had to pull out of the race and into the pits to fix his mount and get it ready for the last chance qualifier.

With Ryan out, Brooks had it easy, taking the win ahead of Surratt and Honda riders Jason Upshaw and Dean Matson.

First- and second-place finishers in the 125cc final Ronnie Tichenor (left) and Keith Turpin congratulate each other's performance.

Suzuki-mounted Jeff Frisz smoked into the lead ahead of Kehoe and Schmit at the start of the final semi. But during the first lap, Frisz had a spectacular get-off over a triple jump, taking out both his Suzuki teammates Kehoe and Schmit.

"Kehoe swept on the inside of me," said Fritz, "and I was on the outside. I had just enough space to hit the triples to stay out in front, but it was the outside of the jump and I had never jumped it from there before. As soon as I hit it, everything compressed, and the front end went straight down. I knew I wasn't going to make it, so I jumped off (about 15 feet in the air). It was real scary."

After the pileup, Kalos found himself in the lead ahead of Cooper. But late in the race, Cooper and Kalos swapped positions a few times with Cooper winding up on top at the finish. Schmit worked his way back through the pack to finish third, while Honda-mounted Terry Fowler finished fourth.

Last Chance Qualifier

Kehoe had no problems whatsoever in the LCQ. He stole the holeshot ahead of Ryan, who crashed in the whoops on the second lap and pulled out of the race. From that point on, Kehoe dominated and won the moto unchallenged over Honda rider Andy Stacey.

Main

As soon as the gate dropped for the start of the main, Ward had a wheel-length on the field. Rounding the first turn, Ward had taken full control of the lead ahead of Johnson and a trio of Suzuki riders, Schmit, O'Mara and Kehoe. Schmit suprised Johnson by passing the factory Honda rider during the first lap and taking over the number two position. By this time, Ward had put distance between himself and Schmit, while Lechien began weaving his way up through the pack. After two laps, it was Ward leading Schmit, Johnson, Lechien, O'Mara, Leisk, Warren, Kehoe, Holland and Stanton.

During the third lap, Lechien and Johnson began one of their classic, one-on-one duels. The two El Cajon, California, rivals swapped places a number of times, putting the crowd on its feet.

"I got into it with Rick a little bit," said Lechien. "We never actually tangled bars, for once, and I'm kind of proud of that. We were dicing and we didn't get into it real hard, if you know what I mean."

The intense, yet clean, dice lasted for about another lap before Lechien put the move on Johnson for good.

"I would get by him," said Lechien, "then I would make a mistake and he would come back under me, then I would get him back. Johnson was riding real good, a lot better than I thought he would be. I was having a real good time."

"I couldn't change my lines once I was in the turns," said Johnson regarding his broken finger. "I couldn't hit the brake, get on the throttle, hit the brake, get on the throttle like I should, and I wasn't consistent through the whoops, which is one of my strong points."

Lechien continued on the warpath and charged after Schmit, passing the Suzuki rider a lap later, as did Johnson. This made the top five Ward, Lechien, Johnson, Schmit and O'Mara.

For the rest of the race, the leaders remained fairly spread out, except for Johnson, who was just out of striking distance of Lechien. There were heavy battles going on for fifth through ninth places between O'Mara, Leisk, Holland, Warren and Kehoe. These five riders swapped positions a number of times, giving the crowd something exciting to watch.

Leisk dropped out of the picture near the end of the race when he lost control of his Yamaha through a section of whoops and bailed off.

When it was all over, Ward was breezing out in front with Lechien finishing second a few bike lengths ahead of Johnson. A little way behind Johnson was Schmit, then came O'Mara, Kehoe and Holland. Warren, Cooper and Pederson rounded out the top 10. King ended up 11th, while Leisk dropped back to 12th. Cooper's ninth-place finish gave him top privateer honors.

"I knew I was going just as fast as anybody," said Ward, "and I planned to get out in front early. Ronnie was riding real well. I knew he'd be there, but I also knew I'd have the strength on him in the end. So once I established my lead, I knew they couldn't come up with a drive to catch me."

"I just tried to stay ahead of Rick," said Lechien. "He was riding good, but basically, I tried to hold him back and get some more points on him."

"I got in a couple of situations out there, where my finger hurt so bad to where I wanted to let go of the handlebars," said Johnson. "I think I could've got Ronnie at the end of the race if I didn't get screwed up with lappers. He was starting to make mistakes."

Regarding the rest of the season, Johnson said, "I've just got to keep working harder and riding faster. I've got a lot to learn. I feel I'm not completely matured as a racer yet, and I think I can go faster and get stronger."

Turpin celebrates his 125cc main event win in style over the finish line jump. More than 45,000 spectators watched.

Only three heat races were run in Tampa instead of the usual four. Here Jeff Frisz edges ahead of Erik Kehoe and Donny Schmit .

125cc Main

The 125cc main event produced some of the night's best racing. Suzuki riders Turpin, Tichenor and DeVane were one, two and three after rounding the first turn with Yamaha rider DeHoop and Kawasaki-mounted Rodney Barr filling out the top five.

After the first lap, Turpin had already developed a sizeable lead on Tichenor, who was being hounded hard by DeVane. At one point, DeVane tagged Tichenor's rear wheel in a tight left hand turn, but neither rider fell.

The dice between the two Floridians became the hit of the night. They battled handlebar-to-handlebar for the next 10 laps. Always right there in the thick of things was DeHoop, while Turpin maintained control of the lead.

With only a few laps remaining, DeVane lost control of his Suzuki landing off a jump when his front wheel washed out on the hard-packed track. DeVane quickly picked it up, but not until DeHoop had motored by.

Moto-X Fox/Arai Helmets-sponsored Turpin took the 125cc main event win with a few seconds to spare over his Suzuki teammate, Tichenor. Finishing a close third was DeHoop, followed by DeVane, Yamaha rider Michael Jones, Barr and Barry Carsten. •

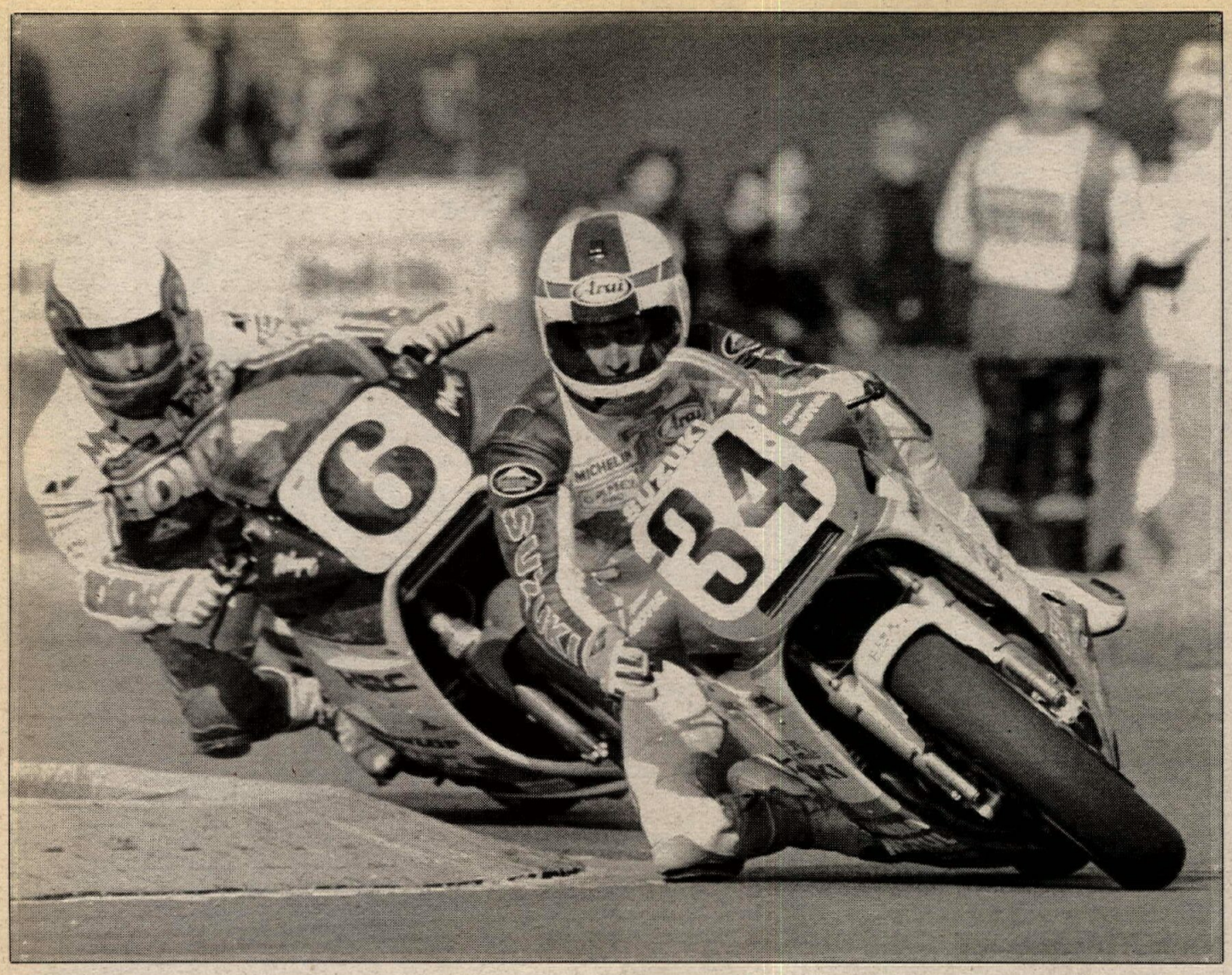
Results

125 MAIN: 1. Keith Turpin (Suz); 2. Ronnie Tichenor (Suz); 3. Todd DeHoop (Yam); 4. Vince DeVane (Suz); 5. Michael Jones (Yam); 6. Rodney Barr (Kaw); 7. Barry Carsten (Yam); 8. Mark Musselman (Kaw); 9. Chris Coleman (Kaw); 10. Robert Hayes (Suz); 11. Jeff Glass (Hon); 12. Mark Crozier (Hon); 13. Billy Whitley (Kaw); 14. Don Hudson (Hon); 15. Carroll Richardson (Kaw); 16. Bruce Gates (Hon); 17. Darryl Heisler (Hon); 18. Robert Nebel (Hon); 19. Kurt McMillen (Hon); 20. Brett Salander (Kaw); 21. Hugh Newsome (Kaw).

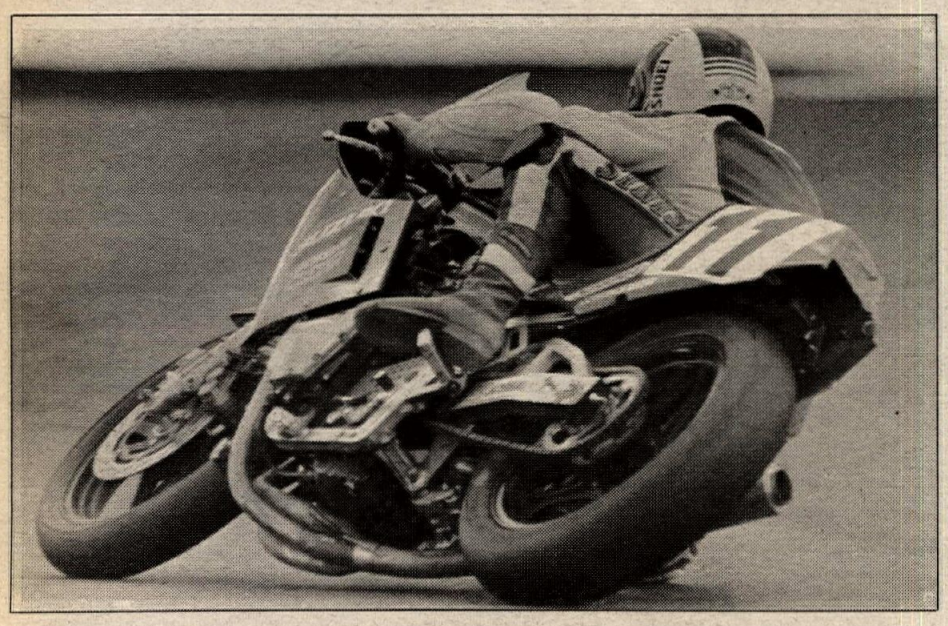
250 MAIN: 1. Jeff Ward (Kaw); 2. Ron Lechien (Kaw); 3. Rick Johnson (Hon); 4. Donny Schmit (Suz); 5. Johnny O'Mara (Suz); 6. Erik Kehoe (Suz); 7. George Holland (Suz); 8. Eddie Warren (Kaw); 9. Guy Cooper (Hon); 10. Ross Pederson (Yam); 11. Alan King (Suz); 12. Jeff Liesk (Yam); 13. Dean Matson (Hon); 14. Jason Upshaw (Hon); 15. Fred Andrews (Hon); 16. Willie Surratt (Suz); 17. Terry Fowler (Hon); 18. Shaun Kalos (Yam); 19. Keith Bowen (Yam); 20. Larry Brooks (Hon); 21. Jeff Stanton (Yam).

125cc AMA EASTERN REGIONAL SUPERCROSS CHAMPIONSHIP POINT STANDINGS: 1. Ronnie Tichenor (143); 2. Keith Turpin (139); 3. Todd DeHoop (101); 4. Michael Jones (81); 5. Barry Carsten (79); 6. Vince DeVane (67); 7. Rodney Barr (64); 8. Kenny Bolmeier (60); 9. Carroll Richardson (58); 10. Mark Musselman (52).

250cc AMA COORS SUPERCROSS CHAMPIONSHIP POINT STANDINGS: 1. Jeff Ward (219); 2. Rick Johnson (174); 3. (Tie) George Holland/Ron Lechien (167); 5. Jeff Leisk (140); 6. Ross Pederson (134); 7. Jeff Stanton (117); 8. Keith Bowen (116); 9. Johnny O'Mara (115); 10. Guy Cooper (109).



Kevin Schwantz (34) and Wayne Rainey (6) led the American team to an easy victory over the British.



Gary Goodfellow surprised many with his third place finish in the individual standings; he was only topped by Schwantz and Rainey.

17th Annual Transatlantic Challenge

England no match for United States

By Dave Despain
Photos By Henny Ray Abrams
LONDON, ENGLAND, APR 11-13

A team of 10 North American road racers scored a stunning upset in the nine-race, 17th Annual Shell Oils Transatlantic Challenge, held Easter weekend at two of England's most famous tracks.

The Americans were led by factory Superbike stars Wayne Rainey, on a Dunlop-shod Honda VFR750, and Kevin Schwantz, piloting a Michelin-equipped Suzuki GSXR750. They staged an often-spectacular, sometimes acrimonious battle for the individual high-point honors, worth $5000 British pounds (roughly $8500).

The visitors had won only five times in 16 previous meetings, but their 1987 rider roster featured more depth than ever before. Camel Pro Series champ Bubba Shobert's Honda made it three fully factory-backed entries at the top of the order. Then came a solid line-up of privateers, including the third-through-sixth-place finishers in the Daytona 200; Doug Polen (Team Kosar/Dunlop Suzuki), Rueben McMurter (Yamaha Canada/Dunlop Yamaha), Gary Goodfellow (Suzuki Canada/Dunlop Suzuki) and John Ashmead (Peter Brady/Michelin Honda).

Rounding out the line-up were Dan Chivington (GeeVee/Michelin Honda), making his third match race appearance, Michel Mercier (Suzuki Canada/Dunlop Suzuki), who ranked third among American scorers and eighth overall in last year's loss to the British, and Ottis Lance (Team Kosar/Dunlop Suzuki), who joined Goodfellow, Shobert and Polen as the series newcomers.

The British, meanwhile, failed to assemble a top-flight effort. Team managers have not forgotten 1984, when Freddie Spencer crashed at the match races and hurt his foot. Generally speaking, GP campaigners have since been forbidden to ride and that took a quartet of hot young Brits — Roger Burnett, Kenny Irons, Niall Mackenzie and Rob McElnea — right out of the '87 picture.

What's more, the Formula One TT Championship Series opened at Misano, Italy, over the Easter weekend, occupying '86 match racer (and Misano winner) Paul Iddon, Isle of Man legend Joey Dunlop, and long-time match race star and Donington lap record holder Roger Marshall.

So the Brits were left with just one established star, 10-year Transatlantic veteran Ron Haslam. Released by the Elf Grand Prix team to ride a Honda UK-prepared VFR and co-captain the British squad, "Rocket Ron" suffered handling, front brake, motor and motivation problems and was no factor in the outcome. Behind him were an arrayed group of names known only to the most serious followers of British racing.

For example, Daytona watchers may recall Trevor Nation, Geoff Fowler and Keith Huewen, who rode Yamahas to 10th, 11th and 12th spots, respectively, in this year's 200. But they've probably forgotten Roger Hurst's ride to 57th place in the American classic.

And if the name Jamie Whitham is not familiar, it's because the British 80cc pavement championship is not big stateside news! Whitham, who won that title last year, had ridden a 750 only twice prior to his match race starts, but he's a protoge of one of Britain's all-time greats, the now-retired team co-captain Mick Grant.

The man who proved to be "best of the British" wasn't even scheduled to be on the team. New Zealander Richard Scott is slated for the 500cc GPs this year on a Honda prepared by his countryman Ron Grant, former star of American racing who rode the match races for the U.S. team in 1972 and '73. Scott was a last-minute replacement for one Simon Buckmaster, whose ouster caused a great flap in the British press, and the new man led his team by finishing fourth overall.

If the English riders were of lesser stature than the Americans, so too were their bikes inferior. American Superbikes, improved through 10 years of championships in this country, are built to more liberal rules with significantly more sophisticated parts than the so-called "superstocks" ridden by many of the British.

And finally, the new scoring system also aided the Americans. The original plan called for the top 10 finishers from each team to score points, but as attrition whittled away at the U.S. side, the British generously gave away the only advantage they had, that of numbers. For example, only seven U.S. team members started the last three races, so the British quite sportingly counted only their best seven men as well.

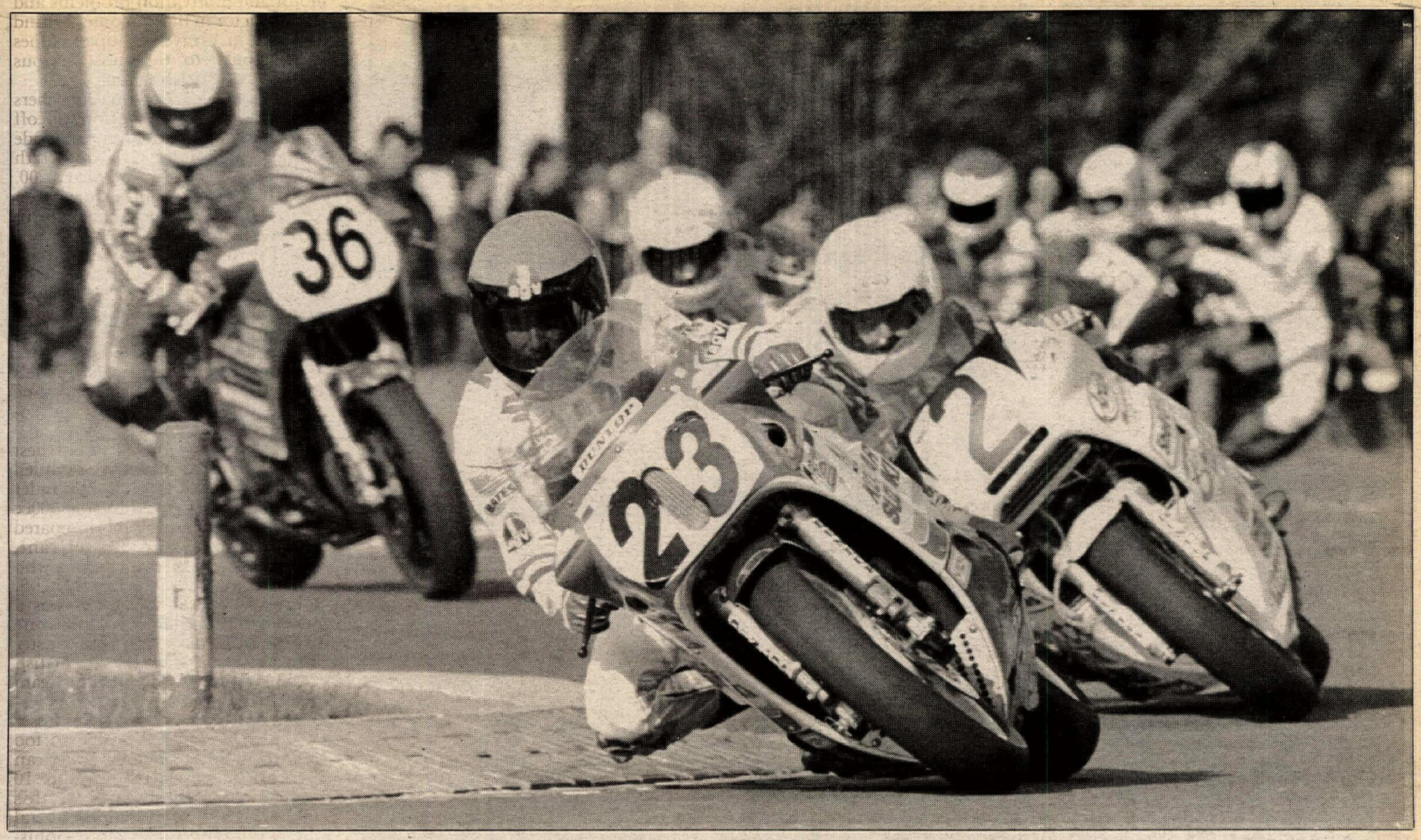
One highlight of the weekend was the series' return to its roots. In 1971, the famed Brands Hatch circuit, 30 miles southeast of London, hosted the first Anglo-American match races. The Americans, led by Dick Mann, Donnie Castro and Dave Aldana, went down to a 183-137 defeat. Brands Hatch has not hosted the Transatlantic the past three years, but returned to the schedule with three 20-mile races on Good Friday. And in the very first round there, the Americans threw a KO punch, sweeping nine of the first 10 positions and effectively ending the team competition.

On Thursday, three 30-minute Transatlantic practice sessions provided early indications of American supremacy. Schwantz lapped the 1.2 mile circuit in 50 seconds flat, then Rainey retaliated with a 49.9. Asked if the opposition seemed more at home on the tight Brands Hatch course, Polen smiled and said. "All I've seen is rear ends sliding, front ends diving and they're still doin' 52s!"

Late in the day, a local rider lost a drain plug and streamed oil directly on the racing line for a half mile up the front straight and through the already-difficult Paddock Hill Bend. That slick would soon take it's toll.

Friday

Shobert became the first American casualty before the rubber was even warmed up in race day practice.



Kosar Racing's Doug Polen (23) leads British team member Richard Scott (2); Polen was fifth individually with Scott fourth.

"I was on new tires and didn't have them up to temperature," the Camel Pro Series Champion explained. "The front end touched the oil and slid, then the rear hit it and came around. I thought I was gonna save it but the wheels dug in and just launched me."

The painful high-side left Shobert with a broken right index finger, a stiff and swollen right elbow and a next-day departure for the states.

Time practice followed, and Rainey, Schwantz, Polen and Goodfellow took the top four qualifying spots. The sweep increased speculation that the American team might team up behind one rider and try to win a bonus of 100,000 pounds — roughly $175,000 — earmarked for anyone who could win all nine races.

The first of the nine events saw Schwantz grab the holeshot, then Rainey equalled Mick Grant's two-wheeled lap record (49.1 seconds) as he worked past Goodfellow and reeled in the leader. The fireworks erupted going into the last lap.

"I got in Schwantz's draft up the front chute," Rainey later expained, "and got into the first turn too hot. As I came up beside him, he just laid over on me to keep me from getting by. That messed up my drive and I couldn't get around."

Not surprisingly, Schwantz saw the impact as Rainey's wrongdoing, and was forced to make a nifty save as his machine slid sideways across the same oil slick that claimed Shobert. When the rear wheel hooked up again, Schwantz was aimed down the hill with a better drive than Rainey and he held on to take the win.

Eliminated from contention for the winner-take-all bonus, the diplomatic Rainey joked with the announcer about his willingness to help Schwantz with the $175,00. In fact, two junk yard dogs would be as likely to split a meaty bone. Elements in the Rainey/Schwantz rivalry include Honda-versus-Suzuki, Dunlop-versus-Michelin, and seasoned veteran versus enthusiastic newcomer. The second race proved the star Americans had no intention of helping each other.

Rainey took the race two holeshot only to run wide on the first left-hander, giving the advantage to Schwantz. In the next 19½ miles, they swapped the top spot seven more times, and Rainey lowered the lap record to 48.9. Once again, hostilities peaked on the last lap.

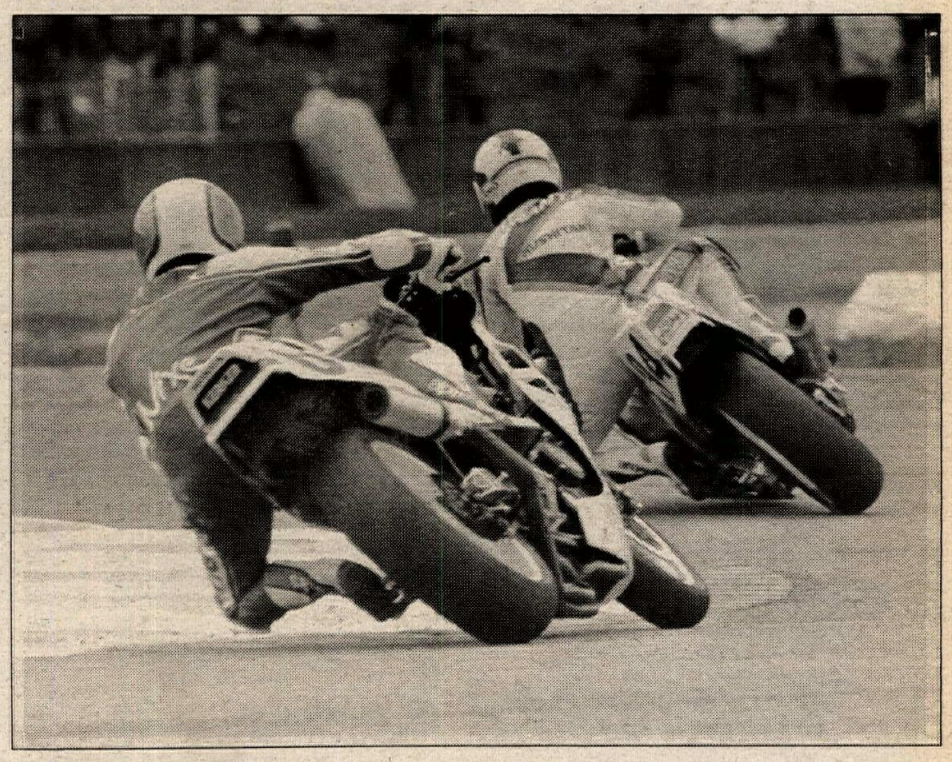
Schwantz led into the famed Druids hairpin but overbraked, allowing Rainey to pass. Anticipating retaliation at the entrance to Clearways corner, Rainey kept a tight line, but Schwantz jammed inside anyway, leaving tire marks on Rainey's leathers and losing the front and then the rear end. But the tall Texan made an incredible save. He stayed on the gas and crested Clearways hill with the rear tire burning and his front wheel still tucked inside Rainey's rear. As the two powered through the sweeping right hander to the finish, Schwantz front tire touched the painted line on the inside of the track and washed out.

"I knew it was going to happen," Schwantz said later, "and when it did I just jammed my right knee down hard to push the bike back up."

His second breathtaking save within half-a-lap left the crowd on its feet and his rival out of patience.

"It was a stupid move," Rainey charged, "he almost took us both out. Did you see all the grass in his kneepad and his boot? That's how far inside he was. I don't care if it's a team or not, you're not supposed to take each other out."

Meanwhile, Chivington crashed, unhurt, at Druids while battling for sixth, and Goodfellow, who lost third place to Mercier in the first round when his tires went away, took the spot back from Michel in round two. The same three faces — Schwantz, Rainey and Goodfellow — would grace the winner's circle in six of the remaining seven races.



Schwantz leads Rainey; the two were rarely farther apart than this during the nine-race series, held at Brands Hatch and Donnington Park.

Round three saw Goodfellow take the early lead from Rainey. Schwantz gated badly but quickly went to the front and won handily. Rainey battled Goodfellow for five laps, then lowered the lap record to 48.7 in vain pursuit of the leader.

The Americans left Brands Hatch leading 355-260.

Saturday

A shower soaked the late-afternoon practice session at Donington park and Mercier crashed, landing on the same arm he broke at Daytona. Times were modest.

Sunday

Rainey again led qualifying, giving him the pole for all six Donington races. Second-fastest qualifier Schwantz led at the start of race four, but his soft tires quickly gave up on the abrasive Donington surface. After a dice with Goodfellow, Rainey reeled-in the factory Suzuki and passed Schwantz without conflict on the last lap.

Mercier's bad luck continued, as Englishman Whitham tumbled right in front of him.

"I was relaxing my braking, trying to save my arm," he explained. "He passed me, then fell right in front of me and I hit his bike. All the workers flocked around him and I yelled, 'Hey, what about me? I finally got going, and, yes, I *did* hit my arm again!"

Rain threatened as round five began, but everyone stayed on slick tires. Schwantz mounted a cut slick up front, "more to psyche out the other guys than anything else."

On the still-dry start, Goodfellow

(Left to right) Polen, Schwantz, Michel Mercier, Goodfellow, Rainey and Ottis Lance celebrate after dominating the 17th annual series.

Gary Goodfellow, Kevin Schwantz and Wayne Rainey ham it up for photographers.

chased Schwantz into turn one, broke the rear wheel loose and high-sided without major damage. Rainey got a bad start that grew much worse as the shower hit on lap two. Anticipating cool and damp weather, he'd soaked his face shield in fog-fighting dish soap Saturday night. He wiped it off Sunday, but some residue obviously remained.

"It was like riding through a dishwasher," Rainey said, as raindrops met soap and he struggled through the bubbles to a 10th-place finish.

Schwantz won with ease, but the race was scored at half-points. Officials threw the red-flag after five of the scheduled 10 laps as first Britain's Mark Phillips and then Ashmead crashed. Phillips broke his collarbone and wrist; Ashmead suffered a chipped vertebra, a badly broken right thumb that required surgery to repair and a deep laceration of his right palm. He returned to the U.S. a couple of days behind the rest of the team.

Round six brought retirement for McMurter, whose Yamaha pitched a rod through the cases off the starting line. "You can see right down through the motor," he said sadly. "It's about a $3000 hole."

Otherwise, the race followed a now-familiar pattern. The factory guns, Rainey and Schwantz, battled for the lead while the plucky Goodfellow, running stock wheels, bias-ply rather than radial slicks, stock brakes and stock forks, hung on like a bulldog for as long as possible, then surrendered to third.

Through five events, Schwantz and Rainey had swapped wins; this time Schwantz blew the chance to win two-in-a-row as he overbraked into the next-to-last corner on the last lap. Rainey dove inside to even the win score at three each, and broke the motorcycle lap record in the process with a tour at 1:42.61.

The Americans led 626.5-485.5 going into the final day.

Monday

Race seven was another Rainey/Schwantz lead-swapper. The passes were clean, tempers were cooler, and Rainey won by a few yards, the first man to claim two straight. He thus had a shot at finishing the series with more wins, even if Schwantz was destined to be high-point man.

Also in race seven, Chivington avoided injury or major damage in his second crash of the series.

Though the series was run under AMA minimum weight rules, Schwantz' crew removed ballast from his Suzuki for the next-to-last race. Schwantz admitted to "10 or 12 pounds," and it was almost certainly more than that.

"We could have protested," Rainey said later, "but there were no scales here to weigh the bikes so it wouldn't have mattered."

Schwantz explained, "We just wanted to see how it would behave. We'd been having some suspension problems and we wanted to see how that would affect it."

Any weight advantage the Suzuki gained was unnecessary because Rainey blew the race-eight start.

"I shifted one too many times before turn one," he grumbled, "so I got in there in the wrong gear. Everybody just drove on by."

Again the finish order was Schwantz, Rainey and Goodfellow, leaving the leaders tied with four wins each. The crowd was ready for a showdown, but it never came. In the finale, it was Schwantz' turn to blow the start and Rainey streaked away.

"I ran three hard laps," Rainey later said, "then figured I'd see what I needed to do from there to the end. But he was no where in sight."

"I didn't want to take any chances with the point lead," said Schwantz, who spent most of the race battling with Goodfellow. "Gary was braking real late so I'd just let him go in."

Rainey claimed his fifth win to Schwantz' four, and went home the proud owner of the Superbike and two-wheeled track record at both circuits. Schwantz won the point battle 165-161.5 and took home the big money.

"I'm glad it's over," Rainey said. "We won five, they won four. We won the battle, they won the war. But what really matters is that the team won."

Looking ahead to the fight for the U.S. Superbike title, Rainey added. "I'm real confident. The Dunlops are working good and they (Suzuki) had to take weight off to be able to run with us. I think we're in good shape."

Schwantz, who left England for Spain and the first of four GP appearances this year, was also looking forward to the championship season.

"Wayne and I each learned a lot here," he said. "We learned a lot about the other's weaknesses. Neither of us wants to hurt the other, but neither of us wants to lose to the other either. His bike's a little stronger on the bottom and I think I have a little more on top. Tires will be a big factor all season. I guess the biggest thing is that after the Daytona crash, I have a big point deficit to make up."

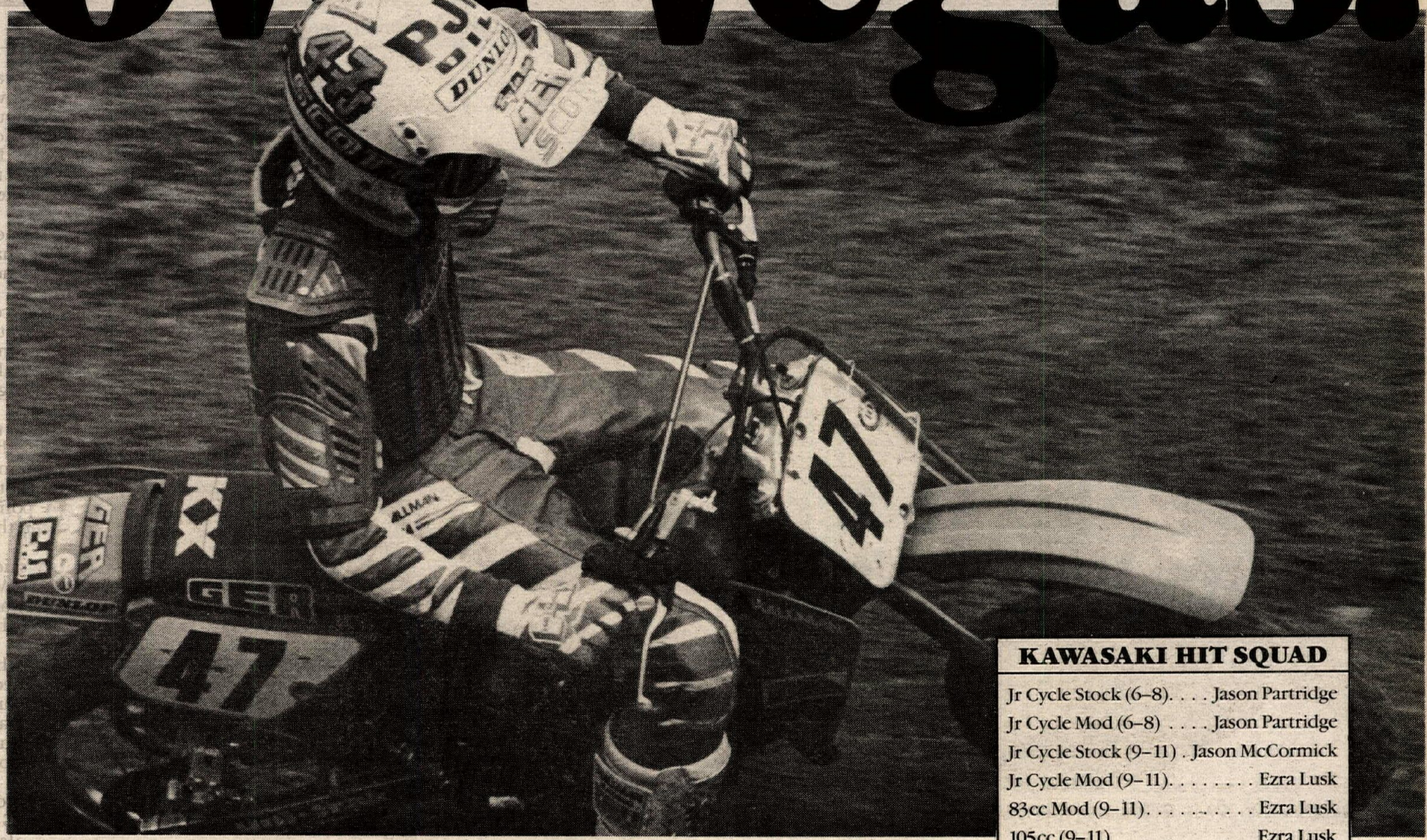
U.S. team manager Bill Boyce, a veteran of all those American defeats in Transatlantic history, looked fondly at the 188-point margin of victory and concluded, "I wish we could put about 50 of those points in the bank for next year!" ●

Results

1. United States 933.5; 2. Great Britain 745.5.

INDIVIDUAL STANDINGS: 1. Kevin Schwantz U.S. (165); 2. Wayne Rainey U.S. (161.5); 3. Gary Goodfellow U.S. (146); 4. Richard Scott G.B (123.5); 5. Doug Polen U.S. (115.5); 6. Michel Mercier U.S (113); 7. Trevor Nation G.B. (104.5); 8. Phil Mellor G.B. (104); 9. Keith Huewen G.B (85); 10. Dan Chivington U.S. (84); 11. Ray Swan G.B. (61.5); 12. John Ashmead U.S. (52.5); 13. Reuben McMurter U.S (51); 14. Ottis Lance U.S. (45); 15. Roger Hurst G.B. (45).

Mob takes over Vegas.



KAWASAKI HIT SQUAD

Jr Cycle Stock (6–8)	Jason Partridge
Jr Cycle Mod (6–8)	Jason Partridge
Jr Cycle Stock (9–11)	Jason McCormick
Jr Cycle Mod (9–11)	Ezra Lusk
83cc Mod (9–11)	Ezra Lusk
105cc (9–11)	Ezra Lusk
83cc Stock Beg (12+)	Richard Zupko
83cc Stock Nov (12+)	Tony Young
83cc Mod Nov (12+)	Tony Young
83cc Stock Exp (12+)	Jeff Emig
83cc Mod Exp (12+)	Brian Swink
Super Mini	Jeff Emig
250cc Stock Int	Craig Davis
250cc Mod Int	Tallon Vohland
250cc Stock Pro	Frankie Brundage
250cc Mod Pro	Mike Kiedrowski
500cc Pro Div 2	Craig Davis
500cc Pro Div 1	Mike Larson
Race of Champions	John Kitsch

NMA WORLD MINI GRAND PRIX. LAS VEGAS, NV. APRIL 10–12, 1987. A mob of Kawasaki KX riders knocked off 19 class wins at the World Mini Grand Prix to take control in Vegas. Ezra "The Enforcer" Lusk massacred three classes alone. Jeff "The Executioner" Emig shot down the 83cc Stock Experts on a KX80, then slaughtered the Super Mini class on the bigger wheeled KX80 J 2. And John "Killer" Kitsch bagged all three motos of the Kawasaki Race of Champions.

So if rubbing out the competition sounds good to you, join the gang.

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Kawasaki

Let the good times roll.

OFFICIAL TEAM GREEN SPONSORS SCOTT USA DUNLOP BELL

Paul Krause and Mike Alexander powered their Honda CR500 to victory at the Las Vegas 300, round two of the Best in the Desert Series.

Scott Morris and Kevin Welch took second overall, first 250, aboard a 250cc Husqvarna.

Best in the Desert Series

Krause/Alexander top Las Vegas 300

By Anne and Tom Van Beveren
Photos by Tom Van Beveren and John Thomas

LAS VEGAS, NV, APR. 19

The Southern California team of Paul Krause and Mike "Downhill" Alexander survived seven and a half hours of grueling racing in the rocky Nevada desert to take the win in the prestigious Las Vegas 300, a 240-mile team race sponsored by the Hacienda Resort Hotel and Casino, and Duralube Oil.

The two privateers, who decided to team up just two days before the event, overcame factory teams and tough local competition to grab $1100 in first-place money. They conquered the tough, technical course almost eight minutes ahead of their nearest rivals.

The Las Vegas 300 was round two in the three-race, Best in the Desert Series, organized by Casey Folks. Round one, Whiskey Pete's World Championship Hare and Hound, was overalled by Team Husqvarna's Garth Sweetland in January, and round three will be held in the resort town of Laughlin, Nevada at the end of September.

The Las Vegas 300 drew a total of 95 entries, with riders from all over the western United States teaming up to compete for overall honors and the cash purse.

The figure-eight course, which the racers completed three times, was laid out near Boulder City, southeast of Las Vegas. It consisted of a 42-mile first loop and a 38-mile second loop, for a race total of 240 miles.

Racing got off to an early start with the banner dropping about 6 a.m., as soon as it was light enough to race safely. From the start it was clear that Krause and Alexander were determined to make the race theirs.

Krause was on board for the first half of loop one and got the team's Honda CR500 off to a sizzling start, pushing through to the lead in the short dash to the bomb. But with Team Husky ace Dan Smith hard on his heels, the big red machine's early lead did not last long.

Smith, who was racing with Don Griewe after his regular teammate, Garth Sweetland, broke his leg at the recent SCORE Great Mojave 250, swept through to take the lead just a few miles into the race. But Team Husky's shot at the number one position was cut short when Smith ran boot-first into a rock, bending his shift-lever and sticking the bike in second gear.

Krause retook the lead when Smith pulled over for repairs, but soon was under fire again, this time from Team Honda ace Dan Ashcraft, who was teamed with Randy Morales on a 600R. For the rest of the 42-mile section, Krause and Ashcraft fought tooth-and-nail for the lead, pushing their Hondas to the limit in the tight, twisty terrain. They raced the final two miles into the pits less than five seconds apart.

Some fast work in the Team Honda pit put Morales into the second half of the loop a few seconds ahead of Krause's teammate Alexander, with Smith handing Team Husky's thumper over to Griewe almost two minutes back in third overall.

In his first ride with the Husky team, Griewe was determined to make a good impression and was racing all out in the early stages of section two. His starting burst took him past the Krause/Alexander Honda and rocketed him into the lead just ten miles into the 38-mile section, where he diced back and forth with Morales for the rest of the loop.

At the end of the first figure eight, just over two hours into the race, Morales led the way into the pits with Griewe only seconds behind. Alexander, who had caught up to the leaders, lost time when he missed a turn, "went over this cliff thing," and had to stop to reposition his handlebars. He came into the pits another two minutes back in third.

Fourth overall, first in the 250cc division, was 27-year-old Tom Kelly of Mojave, California, who was riding solo on a Yamaha. The nearest 250cc competition came from fellow southern Californians Grant Palenske and Peter Postel in eighth overall, and the Mike Baker/Scot Harden Yamaha duo in ninth overall.

The 125cc class saw Yamaha pilots John Braasch and Eric Hallgath out in front in 12th overall, with local hotshots Bryan Folks and Jon Almberg racing through in 16th overall, despite breaking the throttle and the silencer on their Cagiva.

The lead in the Over-30 division was in the hands of the formidable Pete Sheehan/Lee Pearson KTM team (21st overall). The Over-38 duo of Husqvarna-mounted Dick Burleson and Bill Sweetland were more than five minutes ahead of their nearest rivals in 27th overall.

The second loop of the course got underway with the Ashcraft/Morales Honda just a few seconds ahead of Smith and Griewe's Husky, but Team Honda's bid for the win bit the dust just a few miles into the loop.

"We had problems with our chain popping off all the time," Ashcraft said after dropping out of the race. "I only got about 10 miles into the second loop when I hit a bump too hard and the chain came off, and Dan (Smith) passed me. I got going, but the chain came off again and got wedged in the rear wheel. Then it came off again (and) put a hole in the case. We had to call it quits."

With Ashcraft out of the running, Smith settled down to stretch out his lead and had opened up six minutes on Krause by the time the teams changed riders at the loop's half-way point. Kevin and Sean Steele, two brothers from Las Vegas, had pushed their CR500 through into third overall, seven minutes behind Krause, and YZ250 pilot Kelly was still in front of the 250cc division in fourth overall.

Griewe worked hard to improve Team Husky's lead in the second half of loop two and had drawn it out to nine minutes over Alexander as he thundered into the pits, giving the team ample time to change the almost bald rear tire before Smith headed out into the final loop.

Kelly had worked into third going into the last loop, with the 250cc

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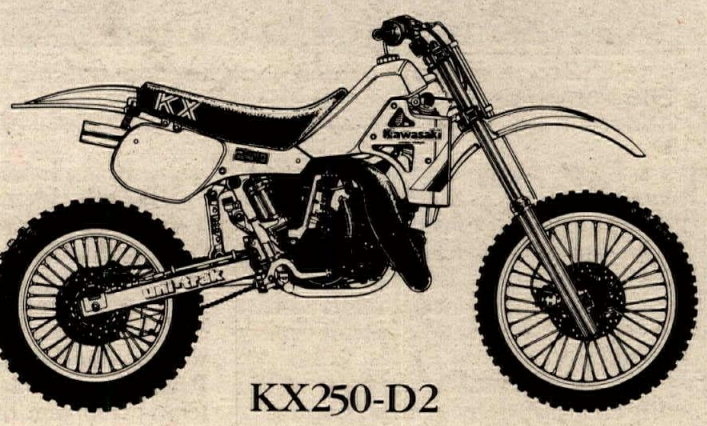

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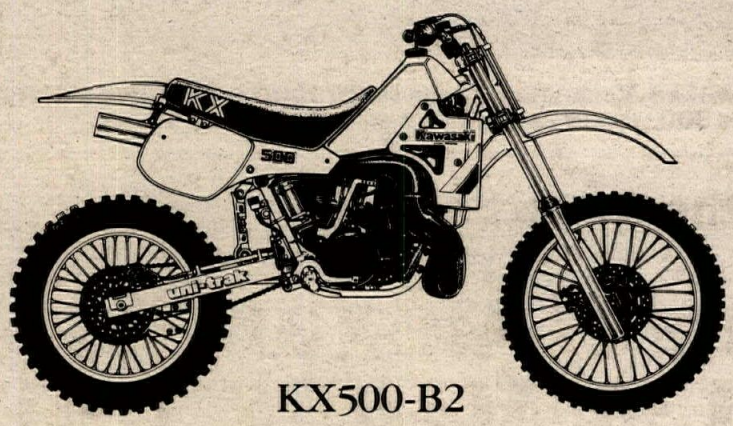

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Brothers Kevin and Sean Steele rode a CR500 to third overall. They finished second in the Open class.

The Yamaha-mounted team of John Braasch and Eric Hallgath took top honors in the 125cc division. They garnered sixth overall.

Baker/Harden team just ten seconds behind in fourth overall. The Baker/Harden Yamaha was followed out by Barry Frehner and Danny Hamel, the Steele brothers, and the Scott Morris/Kevin Welch team. Braasch and Hallgath were still out in front of the 125cc division in tenth overall.

With a lead of more than 11 minutes mid-way through his half of the final loop, Smith was looking almost invincible when his 510TX suddenly threw a rod and stopped dead in its tracks.

"I pushed the bike for about two miles but then I just gave up and sat there," said a disappointed Smith. "I was ahead by 11 and a half minutes when I broke. I sat out there just wanting to cry."

Smith's misfortune put the Krause/Alexander Honda back into the number one spot with a five-minute advantage. Alexander took over at the final rider change with just 38 miles to go.

"That last loop was great," Alexander said. "I haven't ridden that well in a long time. The course was all chewed up and really powdery after all the three- and four-wheelers had been over it, and I was having all sorts of problems. My hands went numb, my arms got all pumped up and my legs cramped up real bad. But when it involves money you don't give a damn about any of those. All I was worried about was staying on the bike and getting to the finish line. I was going pretty slow in a lot of spots, just concentrating on not going down."

Alexander's "slow-but-sure" technique turned out to be a winner. He brought the big Honda home to take the checkered flag, with a total elapsed time of just over seven and a half hours.

"We were really working hard the whole way," said Krause, after recovering from the nail-biting tension of waiting out his partner's final loop. "With all the fast guys out here, you couldn't let up for a minute. We've been really lucky with the bike too. It ran like a charm."

Krause and Alexander thanked Escondido Honda, Metzler, Scott, Shoei, Spectro, Neal Enterprise, F&L Racing Fuel, XR's Only, Terrycable, Hallman and Champion Spark Plugs.

The second bike to cross the finish line was an RM250 piloted by Hamel and Frehner, but the team's second place was short lived. Race officials disqualified the duo for cutting the course and turned second-place honors over to Morris and Welch, who brought their 250cc Husky home almost eight minutes behind Krause and Alexander.

"I crashed pretty hard in the first loop, broke the front fender off and bent the bars, but apart from that we had a good race," said Morris, sponsored by EP Performs/Cagiva North America/Grand Sport Tires/Duralube/Sportsman Cycle/Sam Bass. "My crash put us back quite a bit but we did a lot of catching up later in the race. I have to thank my partner Kevin. He hasn't raced in a couple of years and came out of retirement to ride with me."

Third overall went to the Open class Honda ridden by the Steeles, who thanked Bud Yates Construction and Chuck of Las Vegas Honda.

"We had an excellent race," said older brother Kevin. "Apart from me almost knocking my head off going into one of the low tunnels that went under the road and seeing stars for a while, we didn't have any problems at all. And I'm really tickled with the way Sean rode. He's been getting over some injuries and hasn't ridden in nine months, so he really deserves a lot of credit."

The Steele brothers were followed in by 250cc Honda pilots Palenske and Postel, with Billy Quinn and Rick Sherman bringing their Open class Honda in to take fifth overall.

The unsponsored Quinn/Sherman duo sat on the finish line and compared their crash records. "Rick went down twice and you have to add in three crashes for me," said Quinn. "But we don't really count those as problems. We sort of expect to fall off a lot."

First in the 125 class went to the YZ125 piloted by AMA/District 37 hotshots Braasch and Hallgath, who finished sixth overall despite a number of problems.

"Our chain broke about 10 yards from the pits going out on the first loop and we lost some time fixing that and the pipe's kind of smashed up," said Braasch, who is backed by Granada Yamaha/O'Neal/Kalgard/Silkolene/Bell/Scott/Tsubaki. "I broke my wrist four weeks ago, too, and it was getting pretty sore toward the end. In the last loop I was taking it easy, trying to keep the pace going without doing anything stupid."

Second in the 125cc class went to the Folks/Almberg team, who finished ninth overall despite changing a throttle, a silencer and a broken chain during the race.

Third in the 125cc division went to Kevin Case and Wayne Martin, who brought their Yamaha home in 14th overall.

The first solo rider to complete the course was Kelly, who crossed the finish line a disappointing 11th overall after being up in the top five for most of the race.

"I had problems with my chain about the last 30 miles," Kelly said. "It just wouldn't stay on."

The honors in the Over-30 division went to Sheehan and Pearson, who grabbed the class lead half-way through loop one and never looked back.

A close race for second in the Over-30 class saw M-Star mounted Wayne Carlton and Wes Anderson, Jr. power in to take 20th overall, edging out the KTM of Ed Sivon and Keith Pearson by less than 30 seconds.

The Over-38 class saw Husky pilots Burleson and Sweetland cruise in to an easy victory in 16th overall, a full 16 places ahead of their nearest rivals.

"Bill got a bad start but after the first lap we were in the lead all the way," said Burleson, who is an eight-time National Enduro Champion and manager of Cagiva's race teams.

"I was coming out here to see Dan (Smith) and Don (Griewe) race," Burleson said, "but once the race starts there's not much I can do, so I thought it'd be fun to ride it. It helps me evaluate the bikes."

The Burleson/Sweetland team was followed in by George Earnhardt and Craig Mojeske in 32nd overall, with Jerry Brown and David Cairns taking third in the Over-38 class in 51st overall.

The Sportsman division was overalled by the Nevada 250cc KTM team of Jim Alexander and Martin Ansorge in 17th overall. The win in the Open Sportsman class went to Paul Dobereiner and Jeff Fahy of California, in 25th overall, and the 125cc Sportsman victory was claimed by Nevada's Paul and Charlie Kline. •

Results

O/A: 1. Paul Krause/Mike Alexander (Hon); 2. Scott Morris/Kevin Welch (Hus); 3. Kevin Steele/Sean Steele (Hon); 4. Grant Palenske/Peter Postel; 5. Billy Quinn/Rick Sherman (Hon); 6. John Braasch/Eric Hallgath (Yam).

OPEN PRO: 1. Paul Krause/Mike Alexander (Hon); 2. Kevin Steele/Sean Steele (Hon); 3. Billy Quinn/Rick Sherman (Hon).

250 PRO: 1. Scott Morris/Kevin Welch (Hus); 2. Grant Palenske/Peter Postel (Hon); 3. Mike Baker/Scot Harden (Yam).

125 PRO: 1. John Braasch/Eric Hallgath (Yam); 2. Bryan Folks/Jon Almberg (Cag); 3. Kevin Case/Wayne Martin (Yam).

OVER-30; 1. Pete Sheehan/Lee Pearson (KTM); 2. Wayne Carlton/Wes Anderson (M-Star); 3: Ed Sivon/Keith Pearson (KTM).

OVER 38: 1. Dick Burleson/Bill Sweetland (Hus); 2. George Earnhardt/Craig Mojeske; 3. Jerry Brown/David Cairns (Hus).

OPEN SPTMN: 1. Paul Dobereiner/Jeff Fahy (Hon); 2. David Stephens/Joseph Stephens (Hus); 3. Bobby Williams/Dale McCarter (Hus).

250 SPTMN: 1. Jim Alexander/Martin Ansorge (KTM); 2. Mitchell Noorda/Terry Stuthman (Yam); 3. Jeffery Krantz/Mark Sutton (Hon).

125 SPTMN: 1.Paul Kline/Charlie Kline; 2. Joe Aguilera/Tony Aguilera (Yam); 3. Robb Wood/Derek Titus (Suz).

IRONMAN: 1. Glenn Warren (Hus); 2. Richard Parrish (Hon); 3. Frank Rossana, Jr. (Hon).

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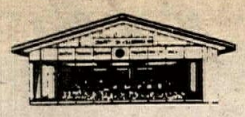

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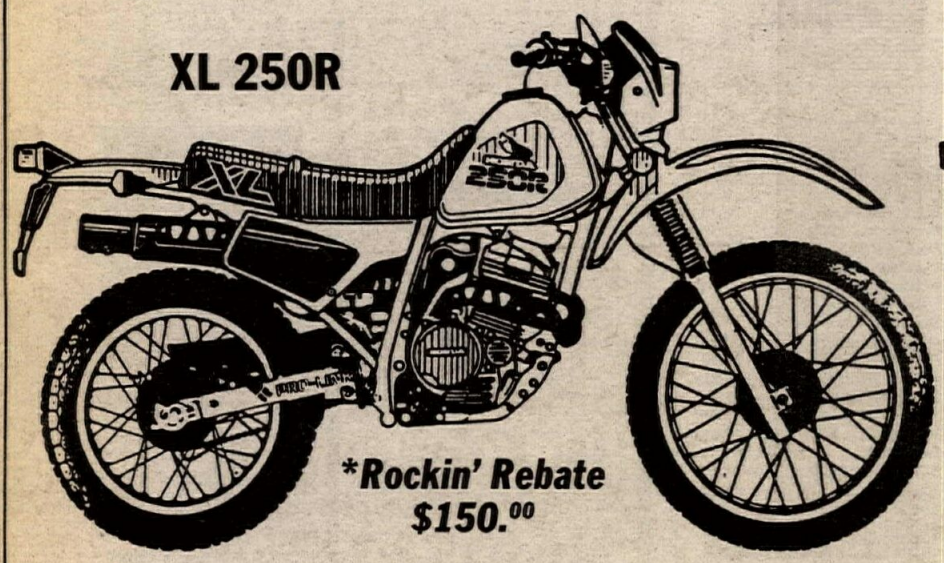

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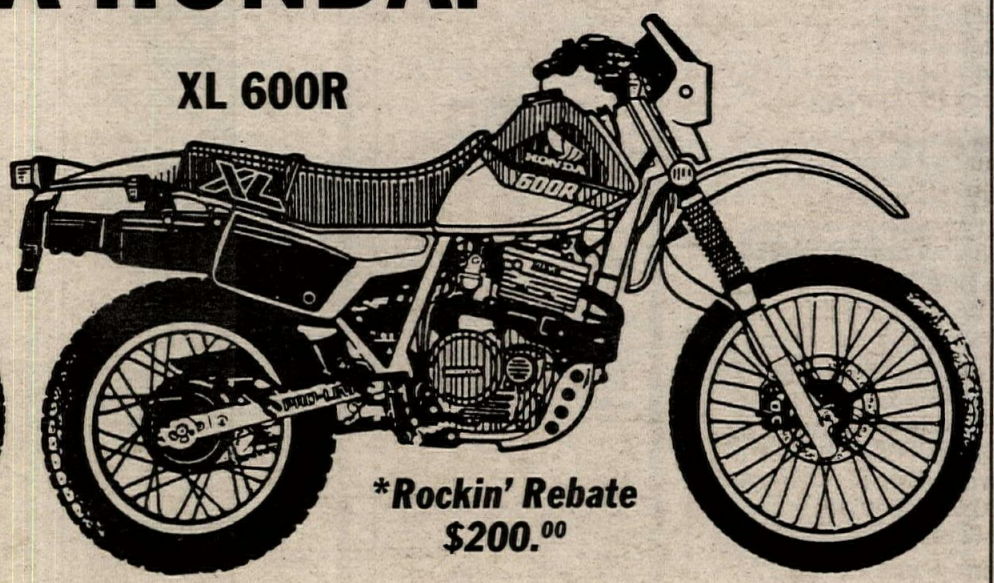

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Husqvarna's Dan Smith, known as "Unbeatable Dan," is the undisputed King of California desert racing.

Interview: Desert King Dan Smith

"Unbeatable Dan" tells how it's done

By Anne and Tom Van Beveren
Photos by Tom Van Beveran

There is a new obstacle in the desert. As if endless miles of rugged terrain, blistering heat and the physical exhaustion of racing for hours aren't enough, the desert has produced an even bigger threat to racers — an obstacle almost guaranteed to keep anyone from taking first place overall.

The desert's newest obstacle to winning is Dan Smith.

Riding for Team Husqvarna, Smith's domination of the desert began four years ago when he captured the number one plate in southern California, District 37 desert racing. Since then, Husqvarna's 23-year-old superstar has reigned supreme in the desert, earning four District 37 number one plates in a row.

Quiet and unassuming, "Unbeatable Dan" remains unchanged by his role as the dominant force in the desert.

"A superstar? I don't think so," Smith said with a laugh. "I've been on a real winning streak the last couple of years, that's for sure. Things have really come together for me, but I'm no big star — just a regular racer. I think I'm a good rider but there are a lot of people that can do that."

After taking the checkered flag in almost every District 37 desert race he has entered in the past two years, coupled with wins in such prestigious events as tthe 1983 Baja 1000, Whiskey Pete's World Championship Hare & hound, and last year's AMA National Hare & Hound Championship Series, Smith would find few competitiors who would agree with such a modest description of his ability.

As arch rival and ex-Husky teammate Dan Ashcraft put it, "He's so smooth and consistent and just never makes a mistake. There's no way his bike is that much faster than everyone else's. It's all in the way he rides. I don't know how he does it."

Smith didn't achieve his success overnight. His current reign in the desert is the result of years of dedication to racing — a dedication that is finally paying off.

Smith got his first bike, a 60cc Yamaha Mini Enduro, when he was seven year old. After trying his hand at motocross, he began riding in the desert at age 11, and began racing soon after.

"I don't think I was any good when I started," he said. "I just like to ride. For us, the desert made riding more of a family sport. Everyone could get on their bikes and run around and not just have to sit and watch like they did at motocross events.

"Once I got into racing, though, that was it," he said. "Back then I had a job and all my money went into motorcycles. Doing it that way is good. It teaches you that things don't come free; you have to work for it. You appreciate life a little more.

"I remember my toughest time in racing was getting transferred from Amateur to Expert in the district. I think I got 15 transfer rides. I was up there in the point standings and wanted to be an Expert because they got extra points, but my steward thought I was too young to move up. I think I was 15 when I got to be an Open Expert."

Smith's performance in the desert soon caught the attention of Husqvarna. He was put on Husky's support program in 1981 and started riding for Team Husky full time two years later.

"It all started with the Frontier 500," said Smith. "Dan Ashcraft and I decided to enter as a privateer team. When we were out pre-running that race, Husky got hold of us and we flew down to Anaheim to meet with them. They had a contract waiting. It gave us bikes, parts, the lot. What a deal! I said, 'Hell yeah, I'll sign that.' Everything took off from there. Now it seems like all I do is race."

But there's more to Dan Smith's life than just racing, as is apparent from our recent conversation with him.

What has made you so successful?

Things really started happening for me just over a year ago and one of the main reasons was that I started putting a lot of time into racing. I changed my regular job so I could work less and have more time to spend racing.

Before that, I was working in San Francisco all week. I'd come home and tear my bike apart straight after a race to get a part list together, then I'd go to San Francisco to work. I'd come home Thursday and work all night to put the bike back together in time for the next race. I lived without sleep for a year.

Getting to that stage meant making some pretty big decisions about what was important. My racing needed a lot more time so I got a job with a mechanical contractor out of Visalia. When I went in to get the job, I just laid it on the line. I told the boss, 'I race motorcycles. I'd like to be a professional some day and I'd like some time off work to go to the races.' He said we'd try and it worked out to eight to 10 weeks off a year. Putting a lot of time into my racing made all the difference.

As of about last October, I don't have a regular job at all. My racing and everything else to do with it just took off and now I'm so busy I don't have time to do anything else. Now that it's a full time thing, it's a lot easier. I have a lot more time to pay attention to my racing.

To get on top you have to be dedicated. I think the up-and-coming racers in the desert have to get a lot more serious about what they're doing. Their attitude toward it has to change. They have to start working at it. It's the only way to get to the top.

What role has Husqvarna played in your success?

Husky pays me. We don't make anything like they do in motocross where they can pack a stadium with 70,000 spectators, but the money is nice. I would do it even if I wasn't paid, but not quite so seriously. Rather than race all the time, I'd do a few other things too. In the winter I'd go skiing.

The thing I couldn't hack without

Husky would be paying for everything. Parts are way out there — it'd be a bit expensive. It helps a lot to know I can always get another bike. It helps knowing I've got the parts and people that can help out if I get stuck with something.

Right now I'm riding a four-stroke 510TX. I've also got a cross country — a 430XC — and a 250. I can ride any bike I want. My favorite at the moment is the four-stroke.

I think the Husky is a good bike — really. I'm a bad guy to ask because I work for them, but I think they're the best desert bike you can get. I've let people that ride other makes ride my bike and they can't believe how straight it goes and how predictable it is in a rough section. I think I'm prejudiced too because I've ridden Huskys for so long. I know what the bike is going to do before it does it.

I'll be staying with Husky. I checked around the other manufacturers a couple of years ago, but I don't think they are as consistent as the Europeans. The others hire and fire every week. I'll take the long term.

How do you prepare a bike for competition?

When I get a brand new Husky, I take it completely apart. Then I put it back together, adding washers here and there. In mass production they don't put on washers, locktite, safety wire and stuff like that.

Basically, the bike is stock. People don't want to believe that, but the things I do to my bikes anybody could do if they took a little time. My ports are exactly stock. I go in and match things up and take the casting burrs off and that's about it. I make the bike like the mechanic in Sweden wanted it.

I'm running stock forks and the shock is exactly stock. I have a lot heavier spring in the shock and run my suspension a lot stiffer than most people would like it. People usually notice the two-into-one pipe. I made that myself, but anyone can do it. All you need is a welder and a hacksaw.

We've got a quick-change axle on the front. You can change a front wheel in like 30 seconds. We use a different chain and I changed the handlebars over to Renthalls. Hand guards are a must. I wouldn't ride without them.

Riding for Husky, we get to test different things, like fork kits and little stuff like that. Apart from the odd try-out thing on the bike, everything is about bone stock.

Is there a key to winning in the desert?

Know your bike is the best advice I can give. You have to know your motorcycle before you can ride it. You have to know how to get yourself back to the finish if it's at all possible.

Anyone that's ever been really good at desert racing has known what their motorcycle was doing — all the real long-term guys like Balentine; Roeseler's another one.

Preparing the bike is the biggest thing I do toward winning. You should work on your bike enough during the week that you can come out to the race, go wide open, and know it will finish.

What about riding? Is there a particular style that makes a good desert racer?

I can show you how to do it, but I can't really explain it. I just do it.

I'd like to think of myself as a really smooth rider. I've really smoothed out a lot lately. Most of my riding is body English. sometimes it will look like I'm all out of shape, but I'm actually using my weight to correct the bike. You have to keep your body over the center.

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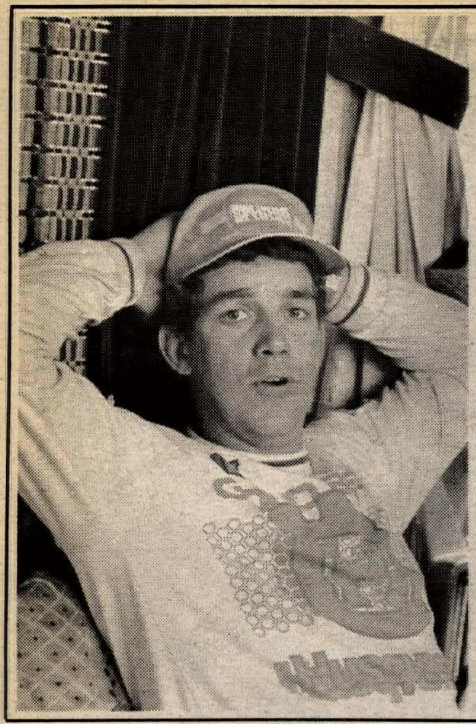


That's part of the being smooth part. You've got to try and imagine your body being an extension of the motorcycle and get it all to work together. A lot of people go out and the motorcycle rides them. To be fast, *you* have to be in control of the bike.

I stand up about 95% of the time, except on real smooth sections. You have more control of the bike when you're standing up. Getting a good start is important too, and then being in good enough shape to maintain a fast pace throughout the race — being able to outpace your competition.

Sometimes, when you have traffic, you have to ride really aggressively. You have to pretend you're riding a 40-mile motocross. If there's a little hole you can fit into, and make it, you have to go wide open. You have to get through the dust to catch the leaders.

I think the rest of it is a matter of a lot of quick reactions and being able to read the terrain. Reading the terrain is important. The more you know (about) how to read the terrain, the faster you go over it, and that really takes a lot of riding. The more you ride, the better.

I do a lot of riding and tinkering with the bike race weekends. I'll usually ride three, four or five hours on Saturday. Sometimes I'll be testing something new and I'll ride all day trying to dial everything in. Sometimes you get lucky and it's just right, the jetting and everything turn out right, and then you just get on the bomb run for three hours or so.

On off weekends, I go riding around the house. Every now and then I'll go and practice on a motocross track. Ride, ride, ride — that's the key.

And even then, there are days when you just can't get it together. Every now and then I ride like a grandma. I could go out there and race with Ronda (Smith's wife) and she could beat me.

Run a riding school for desert racers? Well, I've given it a bit of thought, but I think I'd have a hard time putting what I do into words.

I'm in the process of making an instructional video right now, though. It's called "Off-Roading with Dan Smith," and we're looking at the first of June for a release date. I think it's going to be a really good movie. It's going to show everything I do to prepare, (including) the right diet (and) every aspect of racing that I can think of, from the time you get the bike to the finish line. I'm doing it with Norm Johnson Productions and we're using a professional director, so it's going to be a professional effort and it'll be entertaining as well.

What is your biggest win so far, and what sort of courses do you prefer?

The National Hare and Hound Series last year is the biggest win I've had so far. That got me named AMA Amateur Athlete of the Year. It's like the top award for the whole United States and it's the first time a desert racer ever got anything that prestigious. It normally goes to a motocrosser. I kind of fell over backwards when I found out I got that. I never expected to get anything like that at all. Desert riders don't usually get any recognition. Somehow desert racing isn't considered a real sport or something.

My win at Whiskey Pete's was the biggest thing before that. It was also one of the best races I've had. The course was laid out by Casey Folks and he always lays out bitchin' courses — real championship stuff. It was challenging, not like Lucerne Valley, where you put the bike in sixth gear and hold it there all day.

After that it would be the Baja 1000 in '83. That was my goal in life for a long time.

I enjoy AMA/District 37 racing more than the SCORE races. The courses are more fun than going down a road at 100 mph, trying to dodge people, cows, and everything else. SCORE races are total concentration. When you're in the Baja 1000 or something, you'll be on the bike for eight hours at a time. You have to be mentally strong for the whole time. You make one mistake and you die.

Red Mountain and Fremont Valley are my favorite places to race. I like Fremont Valley best. I like it if there's tough, gnarly, tight, technical stuff — anything that's challenging. I think the wide-open stuff — sixth gear — is a bit dangerous. It's not very interesting either.

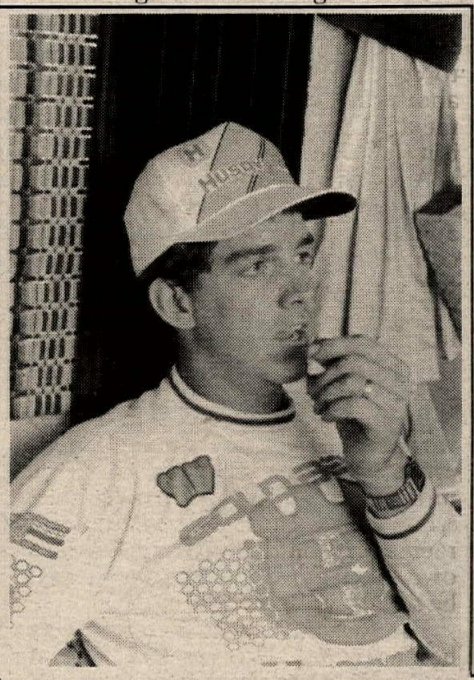
And I don't get anything out of going over whoops. I do that on Saturday to get my suspension set up. I don't want to do it during the race too.

I think the perfect course for me would be if an enduro club came out here and set up a course. That would be fun. I think it would make a great desert course.

I seem to do better in the long races. It takes a while to get going really good. You just kind of maintain a good pace — whatever you think you can keep up. The Check Chase is a good one — 200 miles. You're really tired at the end of it, but it's a good distance for me.

Who provides your toughest competition?

Ashcraft, Griewe, Krause, Roeseler and my partner Garth Sweetland, before he broke his leg. They're always right up there and they're all good enough that if you screw up, even for a minute, you're not going to win.



Even though Garth and I both ride for Husky, when we're out racing it's like you're on your own — may the best man win. We're out to beat each other. There's no arranging who's going to do what. It's every man for himself.

What do you do to stay in shape for racing?

I do literally nothing. My job was really physical. I carried pipe and stuff all the time. Apart from that, I never did anything special. It's just racing, racing, racing and that seems to keep me in good enough shape.

If there's one thing I really take care of, it's my diet. I eat really well, lots of complex carbohydrates — a lot of pasta, baked potatoes, rice, that sort of thing. I live on spaghetti. I'm into vegetables too, lots of veggies.

How long will you continue to race?

I'll keep this up as long as my body lets me. I think you grow good with age in this sport. Look at Larry Roeseler. His body has held up over the years and he is still a hell of a rider.

What about injuries?

Injuries just happen in racing. Out here you can go so fast that crashes are bad. I've had a couple of life-threatening situations. I've used up seven or eight of my lives. I've only got about two left, I think. But for all that, the only thing I can really, honestly prove I've broken was my wrist when I was 11. I crashed in a reservoir near home. The other stuff is cracked ribs, a little separation in my shoulder, that sort of stuff, but I never went to the doctor for those.

I've got a sore knee, two bad ankles, and my shoulder's a bit out of whack, but actually my body is holding together pretty well. It's all trivial stuff.

The first injuries that ever really made me stop riding for a while were the ones I got in last year's Baja 1000. You really can't ride with holes in your arm! The problem wasn't so much the injury but that it took 13 hours to get to a good hospital back on our side of the border and by then it was too late to stitch my arm up. I hurt the tendons in my wrist too and I still have to tape it up for racing.

Did you have an idol when you started racing?

Bob Balentine. He was fast, the fastest guy out there. I really looked up to him. Then he got hurt. I just don't think about those things. You could get killed crossing the street. I look at it like this: There's somebody in the big sky up there pulling numbers out for people to die and when your number comes up, that's it. You could be in a car, on a bike, asleep or whatever.

I just think about the race, concentrating on the things at hand.

You can't be dreaming about things, especially with the high speeds we do out here. It has to be 100%. There's no room for anything else.

What do you see in the future?

In the short term, I think I'll be putting District 37 on the back burner a bit this year to concentrate on the National Hare and Hound Series. From Husky's point of view, there are more important things than the local races. When you're riding National events you get that much more publicity — it gets them more for their money, so that's what my emphasis will be this year.

They also wanted me to back off district racing a bit because they thought I'd get burned out. I race almost every weekend and I've been doing it for seven years. Burnout isn't a problem for me. I like it too much for that. I can't have an off weekend. Even if I'm not racing, I'm still out there riding somewhere.

I want to ride the ISDE so bad. That's where I'd like to go as far as racing is concerned and I'm going to have a shot at it starting this year. With Larry Roeseler leaving, Husky didn't have anyone to ride a four-stroke so I'm going to be going to some of the qualifiers. I'm really excited about it. That's the big goal for now.

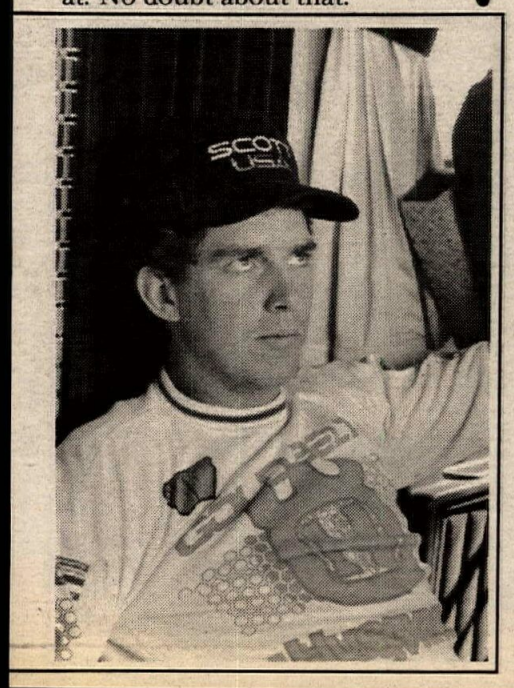
I'm also going to Africa for a rally at the end of April. It's called the Rally de Atlas — a 14-day rally around the Atlas Mountains in Morocco. We've got an American team going from Husky and it'll be the first American team ever to compete there. We have our first outside sponsor for the event too — a French shampoo manufacturer. It's going to be one of those rallies where you camp out every night — race all day and then set up tents.

Later on I think Paris-to-Dakar would be something to do. You'd have to be a pretty mature person to cope with that. I know nothing about navigation though. If you gave me a compass I would know north, but that's about it.

And I'd like to try racing a car sometime. I think I could be good at that. I think a motorcycle rider could do a lot more than some of the car drivers. They always stick straight to the course, but we've learned to look around a bit and take other routes. That could make us more competitive.

In the long term, I'd like to go to work for Husky full time. I think eventually there'll be a place in the motorcycle market for me somewhere. I just have to pay my dues racing. Like Malcolm Smith with his own accessories line, one day there'll be something there for me.

Right now, I'm just doing my very best at racing. This is what I'm best at. No doubt about that. •



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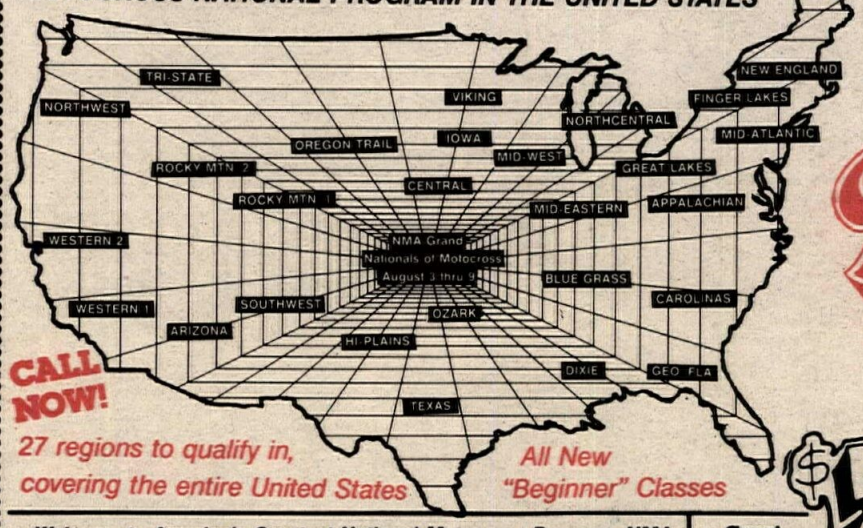

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MINICYCLES			
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12 thru 16 yrs.	Beginner	83cc	Stock
12 thru 16 yrs.	Nov., Int., Expert	83cc	Stk. & Mod.
9 thru 11 yrs.	Open	105cc	Modified
SUPER MINI			
12 thru 18 yrs.	Open	107cc	Modified
MOTORCYCLES			
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No Age Limit	Nov., Int., Pro	125cc	Stk. & Mod.
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No Age Limit	Pro & Non-Pro	500cc	Modified

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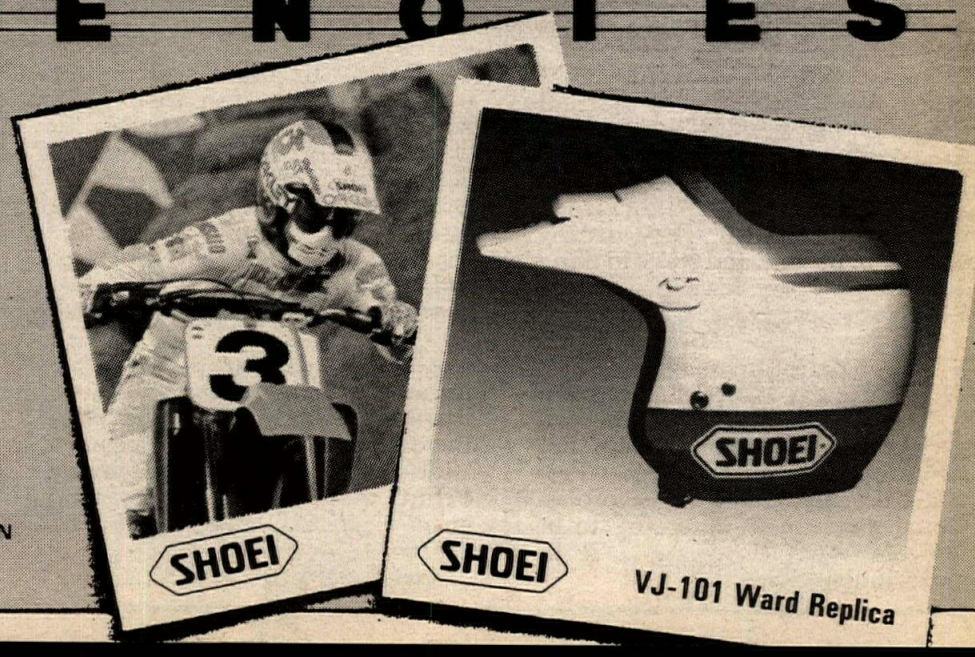


VJ-101 Ward Replica

Riding impression: 1987 Kawasaki KDX200

Five-hundred miles later

By Kit Palmer
Photos by Kinney Jones

Known for its torquey motor, light weight, good handling and reliability, the Kawasaki KDX200 has dominated the small-bore enduro market since 1983. And since its introduction four years ago, the KDX200 hasn't changed all that much, especially when you compare the 1986 KDX to the 1987 model.

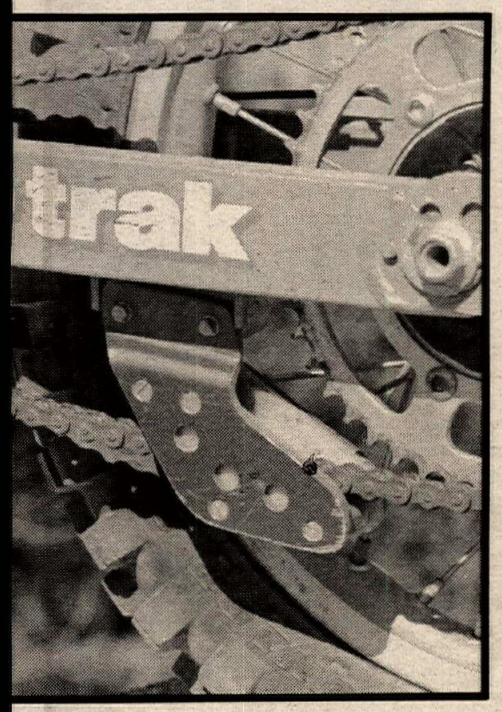
Last year, we tested the 1986 KDX200 and found it to be quite improved over the 1985 model, mainly because it grew a bigger gas tank, came fitted with an exhaust power-valve and boasted a new front disc brake. This year the KDX features only one significant change — a new front brake cable. That's it.

We recieved our 1987 KDX last December, and since the KDX is so little changed over last year's model, we decided to do a long-term riding impression on the motorcycle, instead of a full-blown test. Leaving the bike in box-stock condition, we accumulated more than 500 miles on the Kawasaki, making sure to include a number of enduros and plenty of hard-core trail riding along the way.

The first real ride we put on the

KDX was the for-A-riders-only Tecate 250K Enduro, held in Baja California, Mexico. It was there that we discovered the KDX performs similarly to the extremely-fun-to-ride, 1986 KDX200. The only real difference we could feel in performance was the front disc brake. The steel-braided brake hose on the 1986 model has been replaced with a stock rubber hose. Many owners of the 1986 KDX felt the steel-braided hose made the front brake too touchy, too grabby. The rubber hose on the '87 model makes for a more mushy feeling, but stopping power is still strong. Some testers liked the steel-braided hose better, others liked the rubber hose.

Power on the Kawasaki is typical KDX. The motor still pulls strongly off the bottom and continues to do so throughout the powerband, making the KDX an ideal mount at Tecate, and just about everywhere else we rode the bike. The smooth and torquey motor, combined with the motorcycle's nimble, sharp handling, made the KDX super-simple to maneuver around the miles and miles of Manzanitas bushes and trees at Tecate. The only time the KDX ever winced at the Tecate Enduro was



We replaced the brittle plastic chain guide with a steel unit.

traveling up long, rocky uphills and jamming through sand washes. The motor had to work extremely hard in these sections to maintain the enduro's 24 mph speed average, but it never quit, despite running half the enduro with Mexican gasoline. After the first 50-mile gas stop, which the KDX made on one tankful, Mexican Pemix gasoline was used for the rest of the enduro. However, the KDX's bullet-proof motor kept chugging away relatively trouble free for the next 100+ miles. The motor did ping a little at extremely high and low rpm, but that was to be expected with the low-octane fuel.

After nothing more than cleaning the air filter and adjusting the chain, we took the KDX to the California Sierra Nevada Mountains for another enduro, this one nearly 100 miles in total length. Here the KDX, once again, performed flawlessly and felt right at home darting through the trees and over narrow, hillside trails. At higher altitudes, the KDX got a little winded in the thin air, and the motor lost some of its zap.

This particular enduro featured plenty of rocky sections, which isn't one of the KDX's strong points. A small wheelbase combined with its light weight makes the KDX a little unstable when bouncing over the tops of the rocks. But the little

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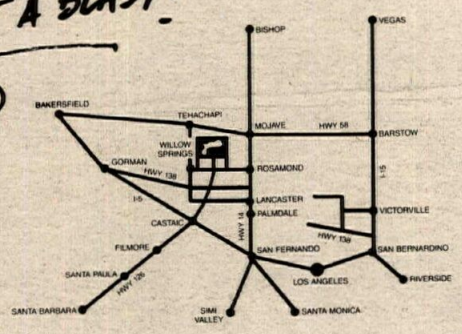

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After 500-plus miles of desert, mountain and canyon riding, the KDX200 still looks good and performs the same way.

Kawasaki makes up for this in the tight, first-gear, feet-out sections, because the KDX is so light and short, and the motor is very hard to stall. Plus, the clutch is very strong and progressive, thus helping out nicely in these situations. The short wheelbase gives the KDX super-quick turning abilities.

In one respect, the KDX can be compared to a cat — they both hate water. When mountain riding, we came across many deep water crossings, and you have to be real careful about it with the Kawasaki. It has a strong tendancy to blubber or drown out if the water crossing is about engine-case deep. But the KDX always fired back up; sometimes it took a countless amount of kicking, but it always restarted.

Our KDX has spent much of its existence in the high desert of Southern California, contesting enduros, where it performs adequately. The deep sand robs much of the Kawasaki's horsepower, and desert enduros usually feature miles of rolling whoop-de-doos. Even though the KDX has extremely good suspension in most areas, long, high-speed whoops can be a serious workout on the Kawasaki. The KDX sometimes gets a little squirrely and starts swapping if you don't concentrate for each and every whoop. The short wheelbase is a major contributor to this instability, but the KDX isn't really designed for high-speed-type riding. It loves the tight, nasty stuff.

Our KDX has been very reliable despite little, but basic maintainance. The most common problem we've had with our Kawasaki is the brittle, plastic chain guide. Ours broke off several times, twice during enduros. Luckily, both times the bike managed to finish the events without the chain derailing. We eventually installed a Malcolm Smith Products

prototype steel chain guard on our Kawasaki and haven't had any problems since. But the chain guide mount on the KDX is very flimsy and we've had problems with it bending, knocking the whole chain guide assembly out of alignment.

We also weren't too happy with the plastic hand guards. The right guard works okay, but the left guard is just about useless. Whenever a heavy object or thick brush hits the left hand guard, the plastic guard pivots on its mounting bolt and pushes in on and holds the clutch lever in, engaging the clutch — *real* annoying, to say the least.

We also had problems with the exhaust pipe. Although it's strong and sturdy on the outside, there's a weak spark arrestor cone mounted inside the pipe. It breaks apart. When that happens, it rattles and vibrates terribly. It gets to your head after a while.

The rear drum brake has been begging for some new shoes ever since the Tecate Enduro. But there's plenty of room for adjustment on the brake rod to squeeze every ounce of braking power from the pads.

What we really liked best about the KDX is that it's just plain fun to ride. When it comes to choosing bikes for a weekend trail ride, the KDX is always one of the first to be picked. We've spent many weekends blasting around the desert, canyons and mountains on the KDX and have enjoyed every minute of it. We found that beginner-level riders will love the KDX for its low seat height, smooth powerband and plush suspension, while it's capable of carrying more-experienced riders to A class victories in enduros.

Five-hundred miles later, our Kawasaki KDX200 is still running strong and raring to go. •

Kawasaki KDX200

Engine type	Air-cooled, reed-valve, two-stroke single
Bore x stroke	66x58mm
Displacement	196cc
Compression ratio	7.7:1
Carburetor	34mm Mikuni
Horsepower	N/A
Torque	N/A
Starting system	Primary kick
Ignition	CDI
Lubrication	Premix
Primary drive	Straight-cut gear
Final drive	#520 chain
Gear ratios	
Primary	63/22; 2.863:1
Final	48/13; 3.692:1
6th	20/23; 0.869:1
5th	25/24; 1.041:1
4th	21/17; 1.235:1
3rd	23/15; 1.533:1
2nd	28/14; 2.000:1
1st	35/13; 2.692:1
Frame	Single downtube, split double cradle
Rake	26.5°
Trail	5.3 in.
Front suspension	Telescopic fork
Fork tube diameter	43mm
Front wheel travel	10.6 in.
Rear suspension	Single-shock swingarm
Rear wheel travel	11.4 in.
Front brakes	8.7-in. disc
Rear brakes	Drum
Front tire	3.00-21 Dunlop
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Overall length	85.0 in.
Overall width	35.0 in.
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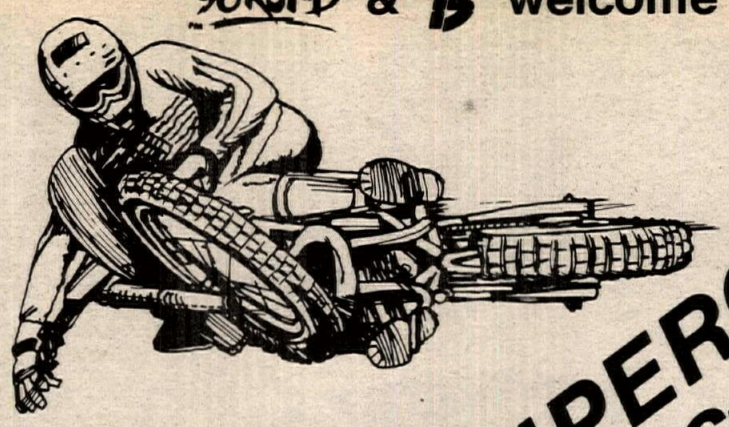

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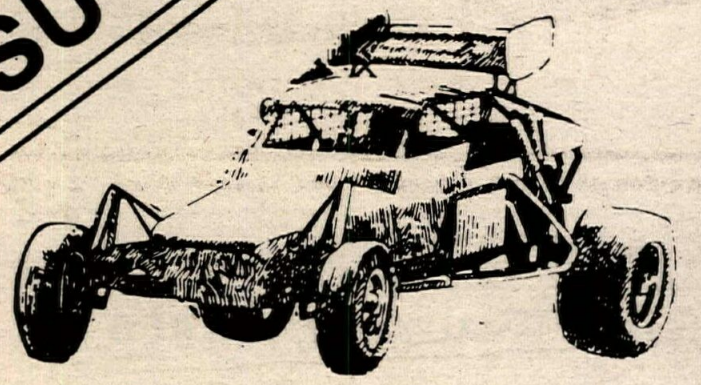

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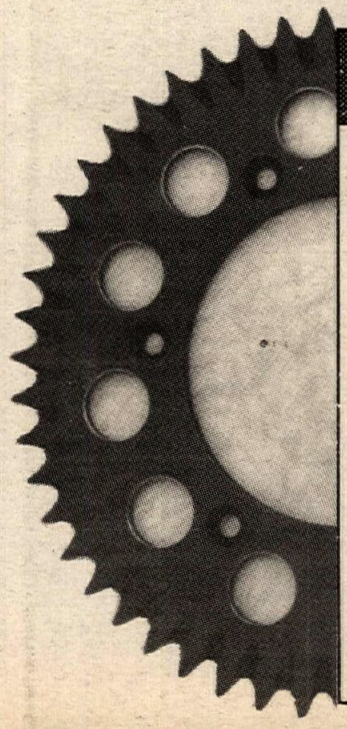

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Impression: Kawasaki EX500

EX-tasy in Baja; La Carrera style

By Paul Carruthers

La Carrera? No hay problema para Kawasaki EX500. A road race run on 115-miles of windy, Mexican roads provides an almost equal test of top-end speed and handling for any motorcycle. Kawasaki's EX500 twin not only passed the exam but finished at the top of its class.

Four EXs finished in the top 10 at the recent La Carrera road race in Baja California, Mexico, with a combined average speed of over 105 mph. Okay, so what did they beat? How about a Ducati HR, a Harley-Davidson XR1000, a Ducati 900SS, BMW K75s and a Ducati F1-B, to name a few. In the Open 500cc Twin class, the little Kawasaki held seven of the top 10 positions.

So what makes the EX a winner?

Mostly it's the feel. You can jump on the EX500 for the first time and feel right at home. It's light, powerful enough for most and comfortable.

It all starts with the powerplant. The 498cc, liquid-cooled, in-line, transverse four-stroke twin is a beefed-up version of Kawasaki's 454 LTD entry-level cruiser. With the 20 percent power boost, the EX500 is a light, yet powerful middleweight sportbike. It's basically a bigger sister to Kawasaki's baby Ninja 250.

The four-valve twin produces ultra-smooth power delivery. Get the EX in the 6500 to 11,000 rpm range and the power is impressive — at La Carrera the EX spent most of its time in that range.

The Baja-bound EXs were bounced off the rev limiter by willing journalists for the majority of the 115 miles and didn't miss a beat. The EX is equipped with a six-speed gearbox that is both smooth and light.

Quick glances, in between stray animal sightings, at the speedometer showed the EX humming along at an indicated 127 mph; corrected speeds are probably in the low 120 mph range.

The engine sits in an all-steel frame that is both rigid and light; the entire package weighs in at 402 pounds dry. The right front downtube of the rectangular-section frame comes apart for engine removal.

Rear suspension on the EX is the single-shock, Uni-Trak variety that is mounted under the swingarm and is spring-load adjustable. The Uni-Trak system gives the EX almost four inches of rear wheel travel.

Up front, the EX fork is non-adjustable with 36mm tubes and provides 5.5 inches of travel. The front suspension is the weak link in the EX package. The fork is a little on the tweaky side in fast corners, but a brace would, more than likely, correct the problem.

The EX has an 11.2-inch, single disc brake up front (left side) and a drum brake on the rear. For serious sport riding, another disc up front would come in handy, but the lightness of the EX allows the single disc to do an adequate job for all but the ultra-serious.

Both wheels on the EX are 16-inch, but high-speed stability, even through a strong desert wind, in a straight line was never a problem. It was in the tighter, mountain roads, however, where the little wheels of the light EX made the difference. The bike was extremely nimble and easy to get through the twisties at a fast pace, even though the suspension is a touch on the soft side.

Throughout the 115 miles, the EX was a pleasure to ride and no complaints were heard about comfort. The riding position for the average-sized rider is near-perfect, but the larger rider may feel slightly cramped.

If the entire La Carrera was held on windy roads like the first 30 miles, the little EX might have been in the hunt for the overall win. As it was the EX didn't have the horsepower to win La Carrera on its first attempt against the bigger 750cc twins, but for under $3000 this should prove to be *no problema* for both commuters and sport riders. •

1987 Kawasaki EX500

Engine type	Water-cooled, in-line, tranverse twin
Bore x stroke	74.0 x 58.0mm
Displacement	498cc
Compression ratio	10.8:1
Carburetion	(2) 34mm Keihin
Valves per cylinder	2
Ignition	Electronic
Lubrication	Wet sump
Final drive	Chain
Transmission	Six-speed
Frame	Rectangular steel
Front suspension	Telescopic forks
Fork tube diameter	36mm
Rear suspension	Single-shock
Front brake	Disc
Rear brake	Drum
Front tire	100/90-16
Rear tire	120/90-16
Claimed dry weight	402 lbs.
Overall length	80.7 in.
Overall width	26.6 in.
Fuel capacity	5.0 gal.
Retail price	$2899

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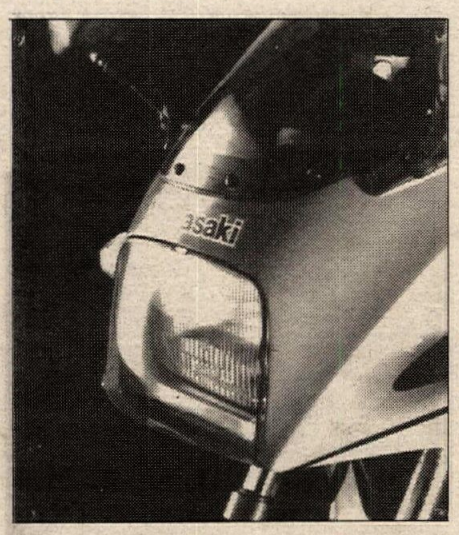
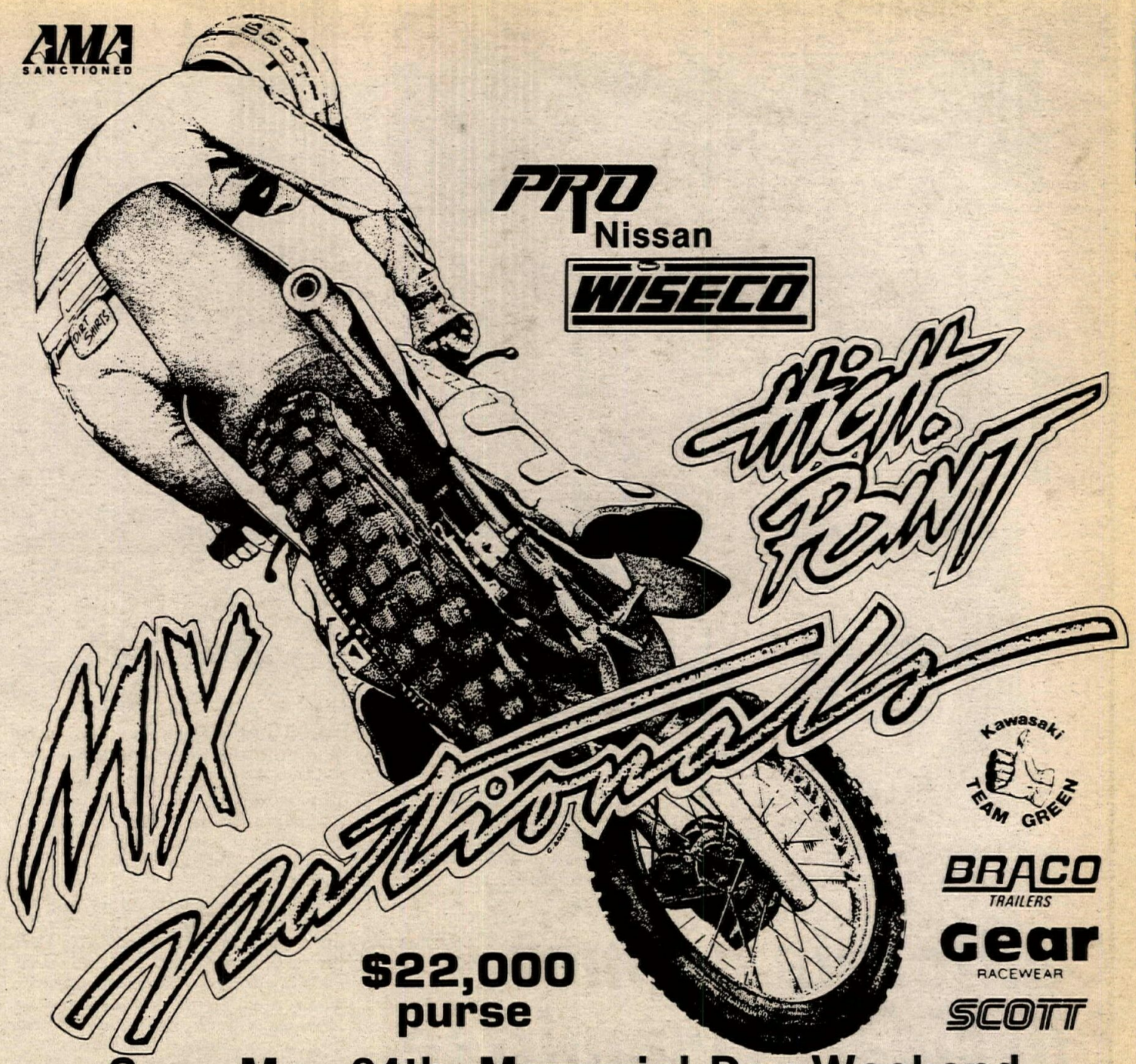
Clarke's Large Capacity Tanks for Honda CR motocrossers hold more fuel for cross-country riding and are designed to provide better protection for the bike's radiators. The Clarke tank eliminates the need for different radiator shrouds by incorporating them into the design of the tank, and covers the radiators with a stronger boxed section. The tank holds 3.3 gallons and mounts on any 125-500cc water-cooled CR from 1984-87. Retail price is $88.50 and the tank is availble in red, white or natural colors. See your dealer or contact Clarke Manufacturing, Dept. CN, 29032 South Salo Road, Mulino, OR 97042, 503/829-2156.



National Cycle's Sportbike Headlight Covers use an exclusive "Clear Forming" manufacturing technique which makes the cover optically superb, according to National Cycle. The manufacturer claims that installation is easy, using three self-adhesive, stainless steel clips and two screws. The covers are available for several different models of sportbikes. See your dealer or contact National Cycle, Inc., Dept. CN 2200 Maywood Drive, Maywood, IL 60153-0158, 312/343-0400. •



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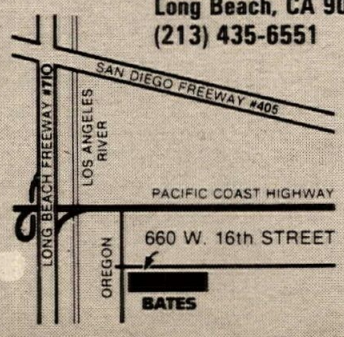

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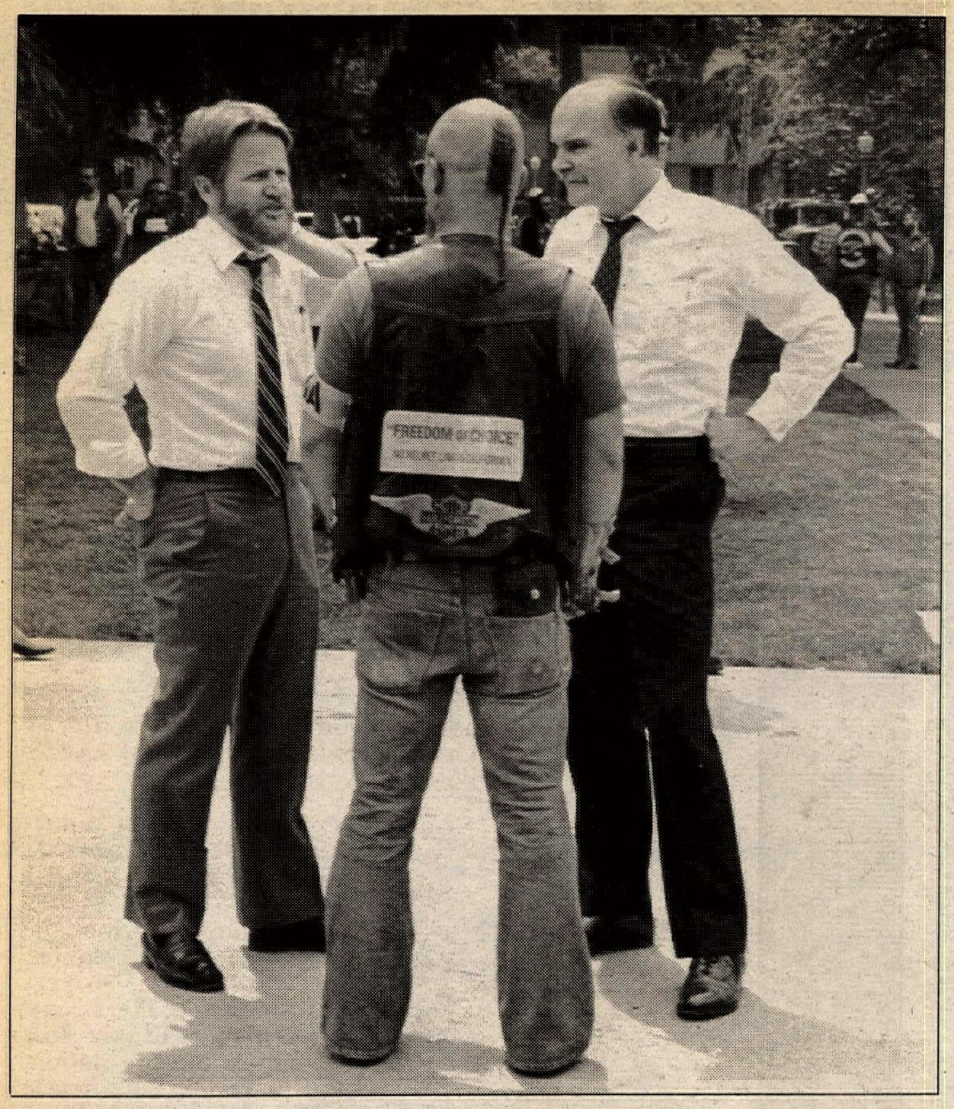
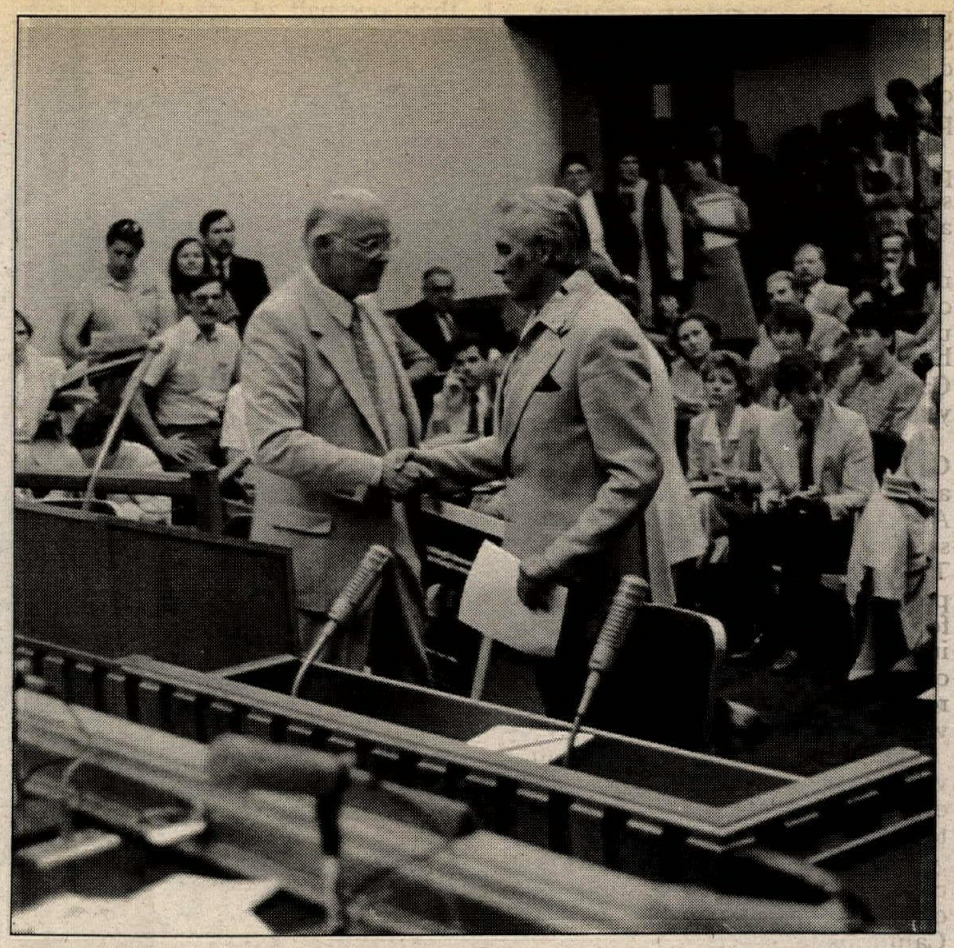


California motorcyclists lobbied for "freedom of choice," but the Assembly Transportation Committee voted to approve AB36.



AB36 author Dick Floyd shook hands with his star witness, Evel Knievel, just before Knievel endorsed the proposed mandatory helmet law.

California helmet bill clears committee

By Farren Williams
SACRAMENTO, CA, APR. 22

Bolstered by testimony from motorcycle stunt king, Evel Knievel, helmet law proponents today cleared the first major hurdle in bringing mandatory helmet use

to the almost 800,000 motorcyclists who ride on public roadways in California.

Following a three-hour public hearing, the Assembly Transportation Committee voted 10-4 to approve AB36, a bill authored by Assemblyman Richard Floyd (D-Gardena), which would require all motorcyclists to wear helmets while operating their bikes on public highways.

The action marked the first time any helmet bill has passed a committee vote in the California Legislature. In 1980, the last time Floyd attempted to enact a helmet bill in California, the measure died in the Transportion Committee, where it received only two votes.

AB36 faces five additional committee and floor votes before it can be sent to the desk of California Governor George Deukmejian. A spokesman for the governor said he has taken no position on the bill.

Floyd's measure is expected to win easy approval when it reaches the Assembly Ways and Means Committee sometime next month. If the bill is later approved on the assembly floor, it will be forwarded to the state senate, where the entire process will be repeated, beginning in the Senate Transportation Committee.

About 500 motorcyclists, clad in black leather, tatoos and club colors, converged on the state capital in hopes of influencing the vote. The committee, however, chose to focus on grim statistics presented by Floyd and his many witnesses. They ignored the bikers and their slogan — "Freedom of choice — no helmet law in California."

Floyd cleverly turned the hearing into a media circus by using a star witness — Evel Knievel.

Knievel's presence ensured extensive media coverage. His testimony resulted in helmet bill news reports from no less than eight Sacramento-area television stations. In addition, AB36 news stories were published in Sacramento's two daily newspapers (The Bee and The Union), and wire-service reports from AP and UPI were sent to newspapers throughout the state.

Knievel urged the committee to approve AB36 to protect California's young, helmetless riders from suffering possible, crippling head injuries during motorcycle accidents.

"Some 16- to 25-year-olds don't think properly," Knievel told the committee. "The taxpayers of your state . . . pay $15,000 for every kid who falls off a motorcycle. One-quarter of all persons killed in motorcycle accidents would be alive and well today if they were wearing helmets. They need laws to abide by. The laws are your responsibility."

Knievel concluded his testimony with a story.

"I was in a bar the other night," said Knievel, "and a fellow walked up to me and said, 'Aren't you Evel Knievel?' I said, 'Yes.' He said, 'Tell me something. What did it feel like when you fell off that motorcycle? How bad did it hurt?' I said, 'Do you have a car outside?' He said, 'Yes.' I said, 'Come outside and I'll show you.'

"I told him to sit on the hood of his car, while his wife drove," said Knievel. "I told him to have his wife take the car out on the freeway and when she reached 80 mph to honk the horn. I told him, 'When your wife honks the horn, jump! That's what the hell it feels like.'

"This man, who was obviously drunk and obviously stupid, said to me, 'Before I try anything like that I'm going to go home and get my helmet.' Which proves one thing — even a drunk, stupid man knows enough to wear a helmet."

Knievel's testimony brought boos and catcalls from the bikers assembled in the crowded hearing room. As he walked out the door, Knievel, ever the showman, blew the belligerent crowd a kiss.

Knievel was Floyd's most flamboyant witness, but the assemblyman presented numerous others, including mothers whose helmetless sons had died in motorcycle accidents, and former motorcyclists now confined to wheelchairs because of head injuries suffered in motorcycle crashes.

The Gardena assemblyman also quoted countless statistics which "prove" the perils of helmetless riding.

- In 1985 there were 801 fatalities and 27,325 injuries resulting from motorcycle-related accidents in California.
- Motorcycles represent 3.6% of the total number of vehicles in California, but motorcycle deaths represent 16% of total vehicle accident fatalities.
- In 1984, 829 motorcycle riders died in California — more than twice as many as in any other state.
- Motorcycle-related fatalities have increased nationwide, from seven percent in 1975 to 10% in 1985.
- A 1986 National Highway Traffic Safety Administration (NHTSA) study showed, "spectacular benefits for helmet use . . . for reduction of head and face injury, with subtle advantage for reduction of neck injury."
- A 1986 NHTSA study claims motorcycle fatalities have increased anywhere from 10.4% to 33.3% in states where helmet laws have been repealed.
- A 1985 study at UC Davis Medical Center examined 51 admissions for

How they voted

Rusty Areias (D-Salinas)	YES
Steve Clute (D-Riverside)	NO
Elaine Eastin (D-Fremont)	YES
Jerry Eaves (D-Realto)	YES
Gil Ferguson (R-Newport Beach)	NO
Robert Frazee (R-Carlsbad)	YES
Bev Hansen (R-Santa Rosa)	YES
Elihu Harris (D-Oakland)	YES
Lucy Killea (D-San Diego)	YES
Bill Lancaster (R-Covina)	NO
Richard Polanco (D-Los Angeles)	YES
Phil Wyman (R-Bakersfield)	NO
William Duplissea (R-San Carlos)	YES
Richard Katz (D-Sepulveda)	YES

motorcycle accident trauma. Seventy-five percent carried no accident or medical insurance, and 72% of the cost ($17,704 per patient) was paid by the state.

•Proponents point to the recently-passed California seat belt law. They say it is saving lives and claim that a helmet law would save even more.

Floyd's biggest argument for a mandatory helmet law is the concept of social burden. He contends that uninsured motorcyclists who suffer head injuries in traffic accidents cost California taxpayers $65 million a year in medical bills.

Opposition to AB36 came from California's major motorcycle clubs and from the American Motorcyclist Association. Helmet law opponents sent more than 10,000 letters to the Transportaion Committee in the past two months, and showed up in force for the public hearing, crowding as many of their numbers as they could into the cramped hearing room. Their comrades continued the vigil on the Capitol lawn.

"Our organization supports the voluntary use of helmets, but opposes mandatory helmet laws," testified Roy Janson of the AMA.

Janson was quick to attack Floyd's contention that injured motorcyclists place a heavy burden on California taxpayers.

"Motor vehicle accidents account for one percent of America's medical costs," Janson said. "Motorcyclists account for 10% of motor vehicle accidents, so the social burden is one-tenth of one percent. You can reduce that to one-half of one-tenth of one percent because half of the motorcyclists in California wear helmets. And not all accidents are head-related, so the burden becomes less than one-half of one-tenth of one percent."

"America is a nation of risk takers," Janson continued. "Take boating, for example. The law requires that there be a life jacket present for every person in a boat. There is no law that says they have to wear those life preservers. We're asking that the same (freedom of) choice be extended to motorcyclists."

AB36 opponents presented several other arguments:

•There are 16.6% more motorcycle accidents and three percent more fatalities in states which currently have mandatory helmet laws.

•Helmets reduce the perception of speed, so helmeted riders tend to travel at a higher average speed than unhelmeted riders.

•Helmets impair the senses, including vision and hearing. Some helmets reportedly restrict peripheral vision to 105° — 160° is considered safe for the operation of a motor vehicle. Helmets also reportedly amplify low frequency sounds as much as 100%, and reduce high frequency sounds — like sirens and high-pitched automobile horns — 100 times.

•Helmets are enclosed; on a hot day a helmet could contribute to rider heat stroke.

•Helmets contribute to neck injury.

•DOT studies show helmets are useless in direct-impact crashes above 13 mph.

•Rider education will help reduce accidents — a helmet law won't.

•If AB36 is approved, most riders won't buy quality, well-fitting helmets. They will buy cheap, loosely-fitting helmets, which will offer little protection.

Custom motorcycles lined the streets around the state capitol in Sacramento when about 500 motorcyclists showed up to protest AB36.

•DOT helmet standards are a joke. One witness testified that his organization lamanated two salad bowls together and took the "helmet" to a DOT laboratory where the contraption matched or exceeded federal helmet standards.

Floyd's bill has been endorsed by 40 professional organizations, 65 California cities and 22 California counties. Among those supporting the measure are medical organizations, law enforcement agencies, and traffic safety organizations. AB36 also has received support from the California Motorcycle Dealers Association, Honda/Kawasaki of Monterey, and Motorcycle Dealernews, (a trade publication serving the motorcycle industry).

The bill's opponents include the American Motorcyclist Association, ABATE of California, Bikers Against Manslaughter, the Bikers' Rights Coalition, Bipartisans Against Discriminatory Legislation, the California Eagles Motorcycle Club, the Federal Employees Metal Trades Council, the Modified Motorcycle Association, the Norton Owners Club, and The Vintage Cycle News. •

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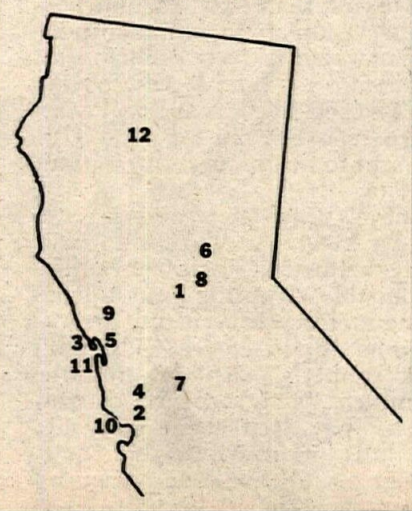

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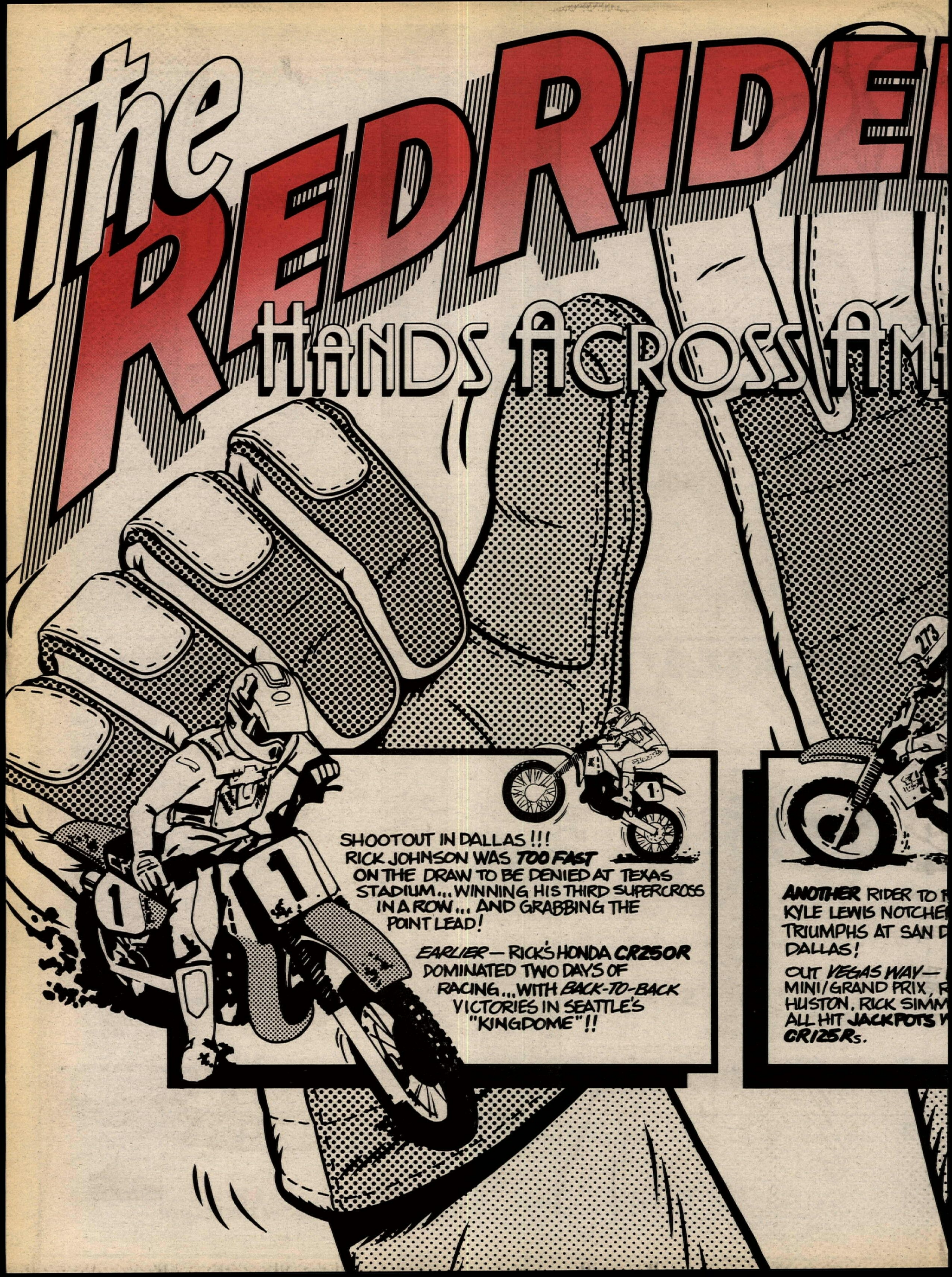

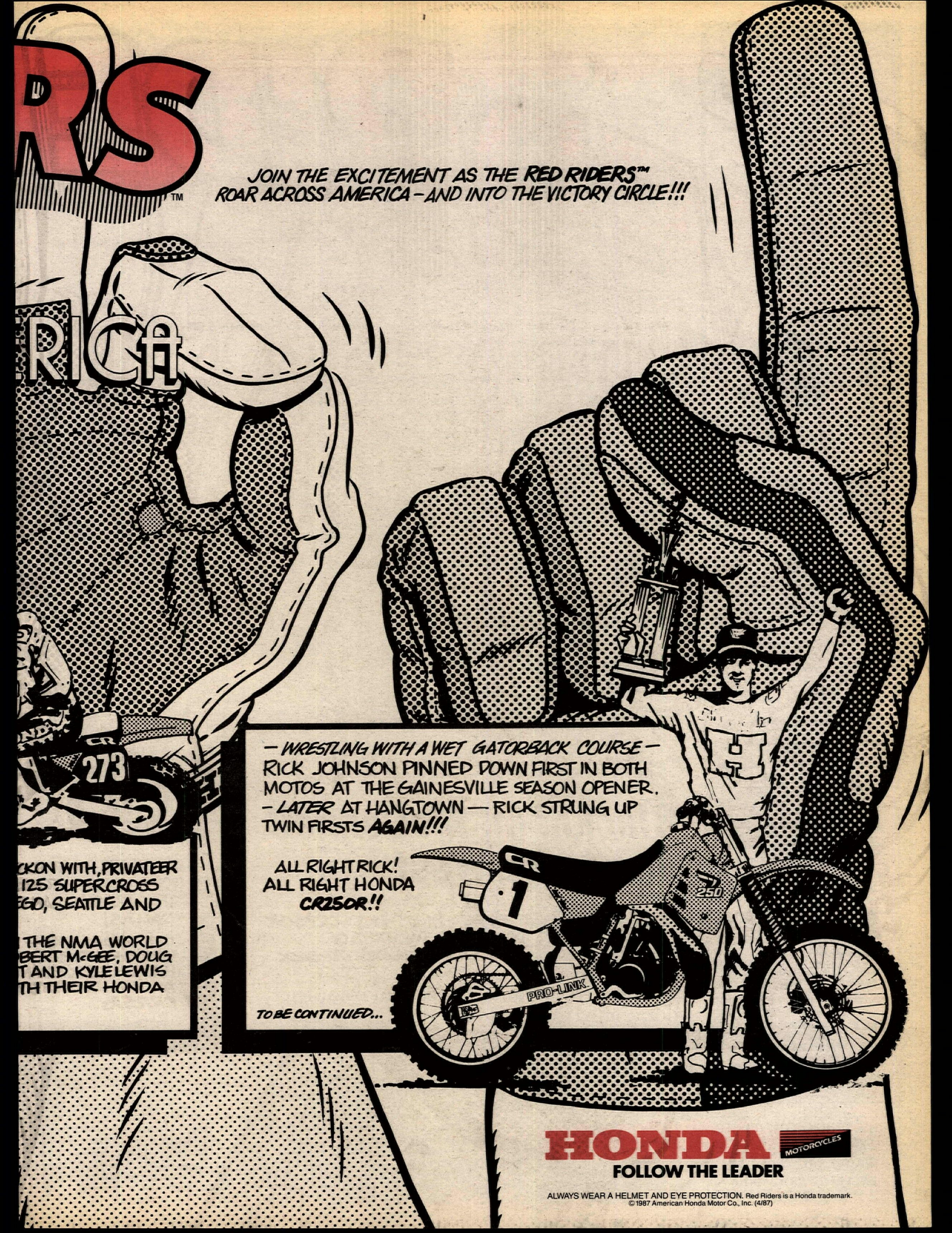
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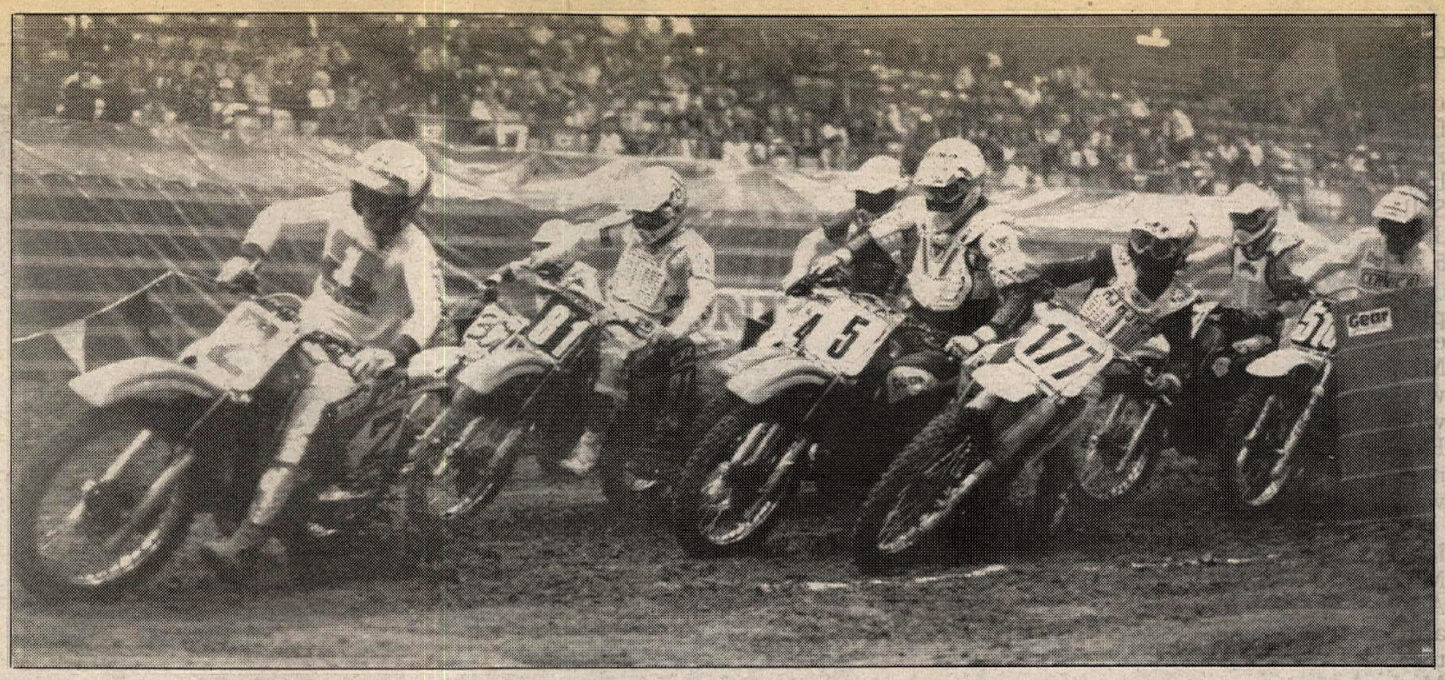

Shane Slother (2) leads the field of 125cc Experts at Wheeling's AX. David Hand (81) won Saturday's main.

Danny Blackham (116) leads John Lewis at the Wheeling, West Virginia arenacross. Blackham picked up four class wins at the two-day event.

Blackham, McConnell dominate West Virginia AX

By Davey Coombs

WHEELING, WV, APR. 17-18

Yamaha rider Danny Blackham completely dominated the World Sports/AMA Amateur National Arenacross Championships at the Wheeling Civic Center with a perfect four

for four score in the weekend's 125 and 250cc B classes. The Gibsonia Cycle-backed Blackham has been having a super indoor season, and the final round of the series in Wheeling saw the 16-year-old take wins in each qualifier and final he entered.

Joining Blackham in the winner's circle were 125cc Expert champs Mark Musselman and David Hand, both Honda riders, and double class winners Rodger Molnar (85cc 14-15) and John McConnell (Plus 25). The West Virginia round was attended by nearly 6000 spectators.

Musselman's Friday night final win came in a race marred by controversy. As the leading group of Musselman, defending indoor champ Mike Bias, Troy Graham, and Honda mounted Jeff Glass were dicing their way around the Civic Center course, Hand and Pennsylvania rival Dickie Bellora were having a go at one another in practically every corner. With the crowd paying as much attention to the Hand-Bellora midpack battle as the front-runners, the two arena veterans finally took each other out in a left-hand sweeper for a double DNF. Both riders were later reprimanded by AMA officials Russ Bennett and Brian Carroll. A rematch on Saturday did not materialize when Bellora went down with an ankle injury.

Out front Musselman and Bias were setting a fast pace as they quickly took control of the race. Bias got close enough to the leader to attempt a pass twice, but each time Musselman held Bias back to second. Late in the race Bias tried again to get by over the finish line doubles, but found his way to the ground instead. He fell back to fourth as the leader pulled away, but by race end Bias was back in second. Graham, Glass, and newcomer Shane Slother rounded out the top five.

Hand was back in action for the Saturday main after climbing into the final with a consolation second behind Musselman, another surprising non-qualifier after the heats. Hand grabbed the early lead off the start after coming from the outside gates, while Rodney Phillips, Graham, Musselman, and Glass fell into the front five positions. Graham was quickly by Phillips and began pressuring the leader on lap two.

For the rest of the race the two were never more than a second apart as Graham tried everything in the book to get around Hand. But Hand's experience the previous evening must have taught him a little about defensive riding as he seemingly calculated Graham's every move and took actions against a pass. At the finish it was Hand by a bike length with Graham a few seconds up on third place Phillips. Joseph Maurer and Glass went 4-5.

In Amateur action Blackham was the talk of the track. The youngster has been showing recent speed and daring that have him already considered an early favorite for the summer Amateur Nationals, and Wheeling was no exception. The Yamaha rider would get a good jump off each start and find his way to the front in quick fashion. Only Pennsylvania Honda rider John Lewis showed consistency in keeping Blackham in sight. Lewis went 2-2 in the two 250cc B finals and also nailed down a second in Saturday's 125cc final. Lewis' consistent finishes also earned him the 250cc B

class title in the arenacross standings.

Bill Hamilton claimed the 125cc title with a steady 3-4 weekend after finishing high in the earlier rounds in Cincinnati and Toledo. Always having good weekends were Marcus Sellards (4-2 125cc B), Lance Kerr (3-3 250cc B) and Bruce Curfman (5-5 250cc B).

In 125cc C racing John Hatfield piloted his Suzuki to the Friday main event win with Danny Garver and Mike Terry trailing. On Saturday it was West Virginia's Mark Manderville's turn out front. He topped Honda rider Kevin Doak and Pennsylvania's Rodger Molnar on his way to the win.

The Mini classes provided excellent racing all weekend long as Molnar and Honda-mounted Eric Arlet each took home wins that were almost too close to call. Molnar had to deal with AMA District 5 rivals Michael McDonald and John Bogovich in each night's 85cc 14-15 final. On Saturday he followed McDonald from the first lap to the last before sticking a do-or-die pass on the leader through the final whoop section and out-sprinting him to the flag. Arlet also had to contend with a familiar rival as he and Kawasaki-mounted Davey Yezek took their weekly battle indoors. Their Friday night fight proved to be one of the most popular races of the weekend as Arlet held off the charging Yezek at the flag for the win. Gregory Kreinbrook, Kerie Fleenor, and Jesse Thumser went 3-4-5.

Fleenor and Thumser returned for a 65cc shoot-out and Fleenor again took first on his Kawasaki. Thumser was trailed in second by Jason Harden, Jeremy Arlet, and Josh Sweat. The Pee Wee class saw Joey Belmont take his third arenacross win in a row. And true to form Belmont celebrated the holiday of the month with a huge set of rabbit ears attached to his helmet. Wesley Gilland was a close second, followed by Joey Ballinger, Brian Padgelek, and Zane Walker.

In 250cc and Open C racing Floyd Cowger claimed his first-ever indoor win with a super start-to-finish ride in Friday's final. Chuck Schindel, who recently got back into the racing swing, was second with Van Moore third. Mike Sigmund was the class of the Open Cs. He topped Donald Passavant and Rick Oxley on his way to the win. In Saturday's 250cc final, Mike Mitchell bested Jeff Weaver and Schindel.

Results

FRIDAY NIGHT

125 EX: 1. Mark Musselman (Hon); 2. Mike Bias (Hon); 3. Troy Graham (Hon); 4. Jeff Glass (Hon); 5. Shane Slother (Hon); 6. Davey Coombs (Hon); 7. Randy Miller (Hon); 8. Joseph Maurer (Hon); 9. Brian Carroll (Kaw); 10. John McDeavitt (Cag).

125 B: 1. Daniel Blackham (Yam); 2. John Lewis (Hon); 3. Bill Hamilton (Hon); 4. Marcus Sellards (Hon); 5. George Molnar (kaw).

125 C: 1. John Hatfield (Suz); 2. Danny Garver (Hon); 3. Mike Terry (Yam); 4. Brian Teyssier (Hon); 5. Chuck Schindel (Hon).

250 B: 1. Daniel Blackham (Yam); 2. John Lewis (Hon); 3. Lance Kerr (Kaw); 4. Michael Sigmund (Hon); 5. Bruce Curfman (Kaw).

SATURDAY NIGHT

125 EX: 1. Dave Hand (Hon); 2. Troy Graham (Hon); 3. Rodney Phillips (Yam); 4. Joseph Maurer (Hon); 5. Jeff Glass (Hon); 6. Brian Carroll (Kaw); 7. Mark Musselman (Hon); 8. Mike Bias (Hon); 9. John McDeavitt (Cag); 10. Shane Slother (Hon).

125 B: 1. Daniel Blackham (Yam); 2. Marcus Sellards (Hon); 3. Mike Hogan (Hon); 4. Bill Hamilton (Hon); 5. Larry Klein (Yam).

125 C: 1. Mark Mandeville (Suz); 2. Kevin Doak (Hon); 3. Rodger Molnar (Kaw); 4. Chuck Schindel (Hon); 5. Steve Gillard (Hon).

250 B: 1. Daniel Blackham (Yam); 2. John Lewis (Hon); 3. Lance Kerr (Kaw); 4. Brian Curfman (Hon); 5. Bruce Curfman (Kaw).

250 C:: 1. Floyd Cowger III (Hon); 2. Chuck Schindel (Hon); 3. Van Moore (Hon); 4. Gary Zeroski (Yam); 5. Skip Stewart (Kaw).

OPEN B/C: 1. Michael Sigmund (Hon); 2. Doanld Passavant (Hon); 3. Rick Oxley (Yam); 4. Dean Auen (Yam); 5. David Fox (Kaw).

+25: 1. Rodger Molnar (Kaw); 2. Michael McDonald (Suz); 3. John Bogovich (Yam); 4. L. James Lorenz (Kaw); 5. Timothy McDoanld (Suz).

85 10-13: 1. Eric Arlet (Hon); 2. David Yezek (Kaw); 3. Gregory Kreinbrook (Hon); 4. Kerie Fleenor (Yam); 5. Jessie Thumser (Hon).

65 7-11: 1. Kerie Fleenor (Kaw); 2. Jesse Thumser (Hon); 3. Jason Harden (Hon); 4. Jeremy Arlet (Kaw); 5. Joshua Sweat (Kaw).

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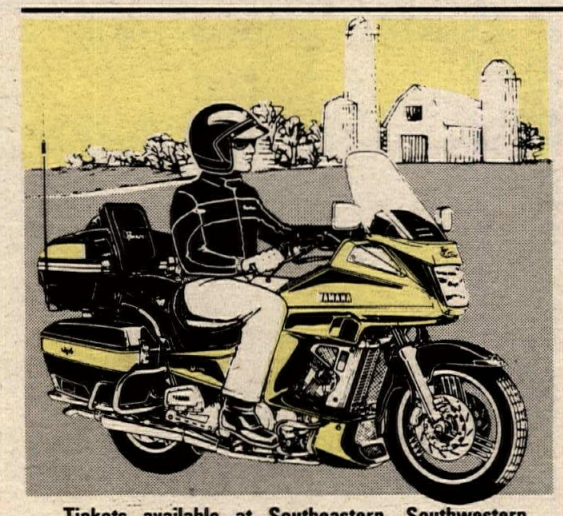

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1987 "AFFAIR TO REMEMBER" SCHEDULE OF EVENTS

Monday, June 8		
8am-Midnight	Grand Hotel	Exhibitor Move In
1-8pm	Grand Hotel	Registration Opens — Delegates and Exhibitors pick up Pre-Registration packets. Purchase tickets for cash drawing and other activities. Sign up for all poker runs and competition judging. (Awards)
1pm	Grand Hotel	Information Center Opens. Official AMA/Dunlop Message Board opens for the week. Check here for messages, updates, program changes, door prize winners, award winners, messages from friends or announcements, etc.
8-9pm	Grand Hotel	Official "Affair To Remember" opening celebration with refreshments. Everyone is welcome. Coronation of 1987 Queen and special presentations.
Tuesday, June 9		
8am	Dollywood	CMA non-denominational worship service. Everyone is welcome.
8am-Noon		
1-5pm	Grand Hotel	Sign In- See Monday's schedule
8-9am	Dollywood	Red Poker Run/Mini Tour departure
9am-5pm	Dollywood	Yamaha Service Clinic and Edge Tent open. Demo Ride the 1987 Yamaha Venture or Yamaha Riva.
9am-6pm	Grand Hotel	Seminars, clinics.
10am-4pm	Grand Hotel	MSF Rider Rodeo Course opens.
1-2pm	Grand Hotel	Daily Door Prize Drawings/ Bingo Session.
1-9pm	Grand Hotel	Trade Expo opens.
Wednesday, June 10		
same as Tuesday		
8am-9am		Change Red To White
Thursday, June 11		
same as Tuesday		
8am-9am		Change Red To Blue
3-6pm	Dollywood	Bike Show and Judging.
Friday, June 12		
same as Tuesday except:		
8am-2pm	Grand Hotel	Sign-In - see Tuesday's schedule
9am-3pm	Grand Hotel	Trade Expo opens
8-8:30pm	Dollywood	Dinner feast
8:45-10pm	Dollywood	Nite Lite Parade to Water Circus
10pm	Water Circus	Special Entertainment Show
	Water Circus	Grand Prize and Awards Show
Saturday, June 13		
8am-11am	Dollywood	Adios Breakfast

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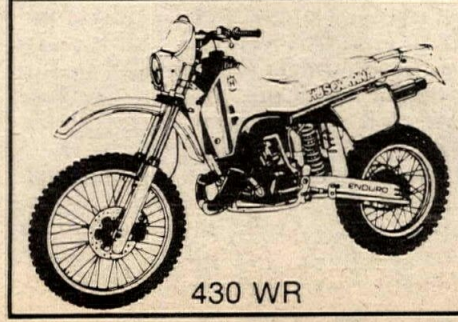

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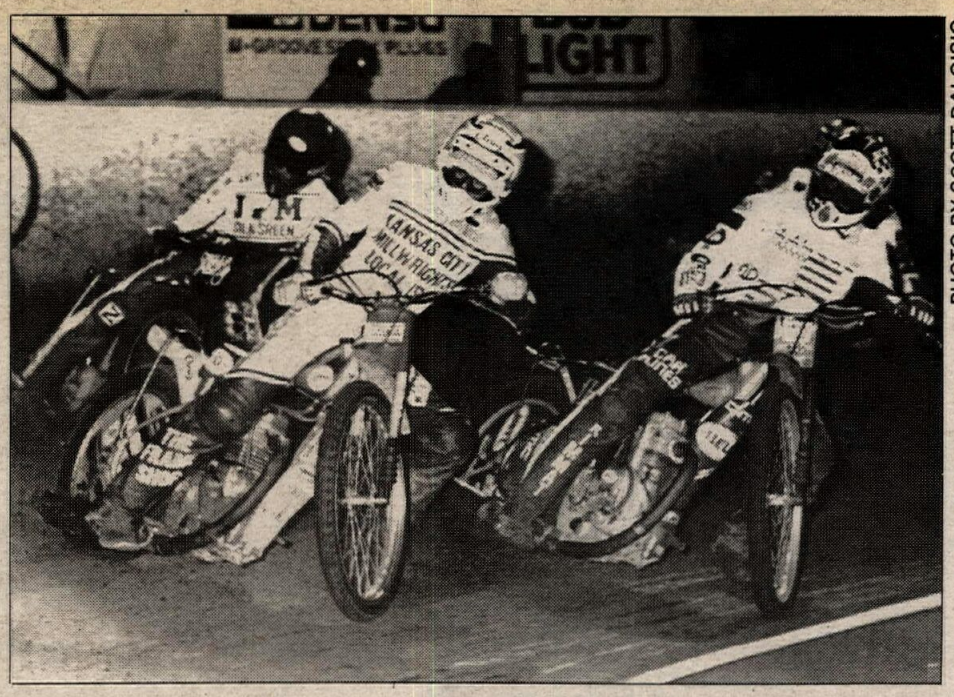

PHOTO BY SCOTT DALOISIO

Shawn McConnell (leading) and Jimmy O'Dell (left) both were involved in crashes at Ascot. McConnell broke his wrist, but still won the main.

P/W: 1. Joey Belmont (Yam); 2. Wesley Gilland (Yam); 3. Joey Ballinger (Yam); 4. Brian Padgelek (Suz); 5. Zane Walker (Yam).
250 C: 1. Michel Mitchell (Hon); 2. Jeff Weaver (Suz); 3. chuck Schindel (Hon); 4. Skip Stewart (Kaw).
+25: 1. John McConnell (Yam); 2. Michael Mitchell (Hon); 3. Skip Stewart (Kaw).
85 14-15: 1. Rodger Molnar (Kaw); 2. Michael McDonald (Suz); 3. David Yezek (Kaw); 4. John Bogovich (Yam); 5. Eric Arlet (Hon).

McConnell wins Ascot Speedway war

By Scott Daloisio

GARDENA, CA, APR. 16

Week number two of the 1987 racing season at Chris Agajanian's Ascot South Bay Stadium featured a war. The war was staged in a race more commonly referred to as the Handicap main and at the end of the eight-lapper it was Shawn McConnell surviving.

Jimmy O'Dell had the lead off the 20 on the start, but when they came to turn four on lap one McConnell caught a piece of the leader and by the time bodies and bikes stopped slamming into one another five riders were involved. Alan Christian came out the wost for wear with a banged up left hand but he was able to make the restart.

On the second try to run the event they hadn't gone 10 feet when the red flag was thrown for riders rolling off the 40-yard line. Even though the red came out immediately there was still a crash. McConnell slowed down for the red, but Gary Hicks apparently didn't see it. Hicks was headed directly for McConnell in turn one and when he took evasive action to miss McConnell he flipped over the bars. That was all she wrote for Hicks as he couldn't make the call for the restart.

The third time they tried to run it the action got as far as turn two on the second lap before a wild six-rider tangle took place. The fans went wild as bikes and bodies flew through the air. This crash was again triggered by O'Dell and McConnell. Both were down for quite some time with O'Dell apparently suffering a concussion.

The race was restarted with O'Dell off the penalty line. Northern California number one Bart Bast led the event from the start all the way until lap seven. Bast, who suffered a concussion the previous evening in "San Berdoo", apparently had fatigue set in and he went to fourth in one lap. McConnell ended up being the new leader with Mike Faria in close pursuit. McConnell (Team Swollen/Aarrow/Car Tunes/Cirello/Scott Goggles Weslake) managed to hold on for the last two circuits and he won by a couple of bike lengths over Faria, Christian and the remainder of the lucky survivors. The next morning it was discovered that McConnell had broken his wrist in one of the crashes.

The Scratch main paycheck and trophy again went home with "Boogaloo" Bobby Schwartz. Coming off gate one and riding extremely fast on the night was "Flyin' Mike" Faria but Schwartz, out of two, blasted out of the gate and paced Bobby Ott, Faria and Christian into turn one. Faria ducked inside Ott on the back straight on lap one for second with Christian relegating Ott to the back of the pack one lap later.

Schwartz (CTI Brace/Justice Brothers/Silkolene/Cirello/Oakley Weslake), opened up some breathing room on lap three. One lap later Schwartz had his sixth Scratch main win in a little over a week. Faria again placed a close second with Christian and Ott some distance back in third and fourth.

Results

SCRATCH: 1. Bobby Schwartz (Wes); 2. Mike Faria (Jaw); 3. Alan Christian (Wes).
HDCP: 1. Shawn McConnell (Wes); 2. Mike Faria (Jaw); 3. Alan Christian (Wes).
SUP: 1. Kelcey Gordon (Wes); 2. Scott Brant (Wes); 3. Shane Diullo (Wes).

Canet excels at Willow RR

ROSAMOND, CA, APR. 19

Calm winds and sunny skies blessed Willow Springs Raceway this Easter, and were the best conditions yet for AFM races held this year at Willow.

The relative lack of wind made 250 Ninja racing very competitive. Although Don Canet took both the 250cc Modified Production and Superstreet wins, both races were continual three-way dices for the lead between Canet, Chuck Graves, and Paul Van Zuyle. While Graves was second in Superstreet, Van Zuyle took it from him in the Modified race by drafting past Graves at the finish, beating him by half a bike length.

Randy Renfrow showed up with his Honda RS250 and easily took the F-2 and 250cc GP wins. In the GP race, Robert Dewitt put his Yamaha TZ250 in second in front of Chris McNellis. Honda-mounted Keith Kiyota was fourth.

Novice Tommy Lynch put on quite a show in the 750cc Stock Production race by dicing with, and eventually passing Vance and Hines' Richard Moore for second. Unfortunately, Lynch's GSXR750 ran out of fuel exiting turn nine on the last lap, and the talented novice coasted across the finish line in ninth place. James Domay was first, followed by Moore and Peter Carroll.

And while Yamaha FZR750s aren't currently allowed in the AFM Stock Production class, Jim Vreeke did put his FZR to good use in the 750cc Superstreet race. Vreeke took a decisive win over the Suzukis of Peter Christensen and Jeff Stern. Tommy Lynch was fourth.

Results

450 MOD PROD: 1. Mack King (Yam); 2. David Roberts (Yam); 3. Bill Donovan (Yam); 4. Adrian Braithwaite (Yam); 5. Randolph Borg (Yam).
750 S/ST: 1. Jim Vreeke (Yam); 2. Peter Christensen (Suz); 3. Jeff Stern (Suz); 4. Tommy Lynch (Kaw); 5. Greg Blink.
OPEN S/ST: 1. Jean Meyret (Yam).
750 STK PROD: 1. James Domay (Suz); 2. Richard Moore (Suz); 3. Peter Carroll (Suz); 4. Mike Minnig (Suz); 5. Don Canet (Suz).
F-1: 1. Jim Vreeke (Yam); 2. James Domay (Suz); 3. Jeff Stern (Suz); 4. Jeff Rheanne (Suz); 5. Tommy Lynch (Suz).
OPEN GP: 1. Barry Burke (Yam); 2. Scott MacAdam (Kaw).
F-2: 1. Randy Renfrew (Hon); 2. Robert Blink (Yam); 3. Keith Kiyota (Hon); 4. Chris McNellis (Hon); 5. Gill Martin (Yam).
250 GP: 1. Randy Renfrew (Hon); 2. Robert DeWitt (Yam); 3. Chris McNellis (Hon); 4. Keith Kiyota (Hon); 5. Gill Martin (Yam).
450 STK: 1. Mack King (Yam); 2. Andre Fuehr (Yam); 3. David Roberts; 4. Jari Wallach (Yam); 5. Randolph Borg (Yam).
600 STK PROD: 1. Richard Moore (Hon); 2. Michael Graves (Hon); 3. Steve Reynosa (Hon); 4. Chris Steward (Hon); 5. Jeff Moeppner (Hon).
S/CAR: 1. Breede/Stecklein; 2. ?; 3. Wilson/Tolby; 4. Becker/MacAlpine.
600 MOD PROD: 1. Earl Roloff (Kaw); 2. Michael Graves (Hon); 3. Steve Cardillo (Yam); 4. Alan Fernandez (Hon); 5. Deiter Lane (Hon).
600 STK PROD: 1. Ashley Kishino (Yam); 2. Todd Duncan (Kaw); 3. Douglas Scott (Yam); 4. Sue Sittman; 5. Richard Kerr (Yam).
OPEN STK PROD: 1. Richard Moore (Suz); 2. Clavin Rayborn III (Yam); 3. Mike Minnig (Suz); 4. Chris Steward (Suz); 5. Robert Reiner (Suz).
OPEN MOD PROD: 1. Robert Reiner (Suz); 2. William Keys; 3. Bob Kelly (Suz).
750 MOD PROD: 1. Tommy Lynch (Suz); 2. Earl Roloff (Kaw); 3. James Martin (Suz); 4. Glenn Smith (Kaw); 5. Greg Blink (Suz).
450 S/ST: 1. Mark Schubert (Yam); 2. Vance Specht (Yam); 3. Alan Fernandez (Yam); 4. Roddy Rodstein (Yam); 5. Tony Mathews (Yam).
250 S/ST: 1. Don Canet (Kaw); 2. Paul Van Zuyle (Kaw); 3. Ben Williams (Kaw); 4. Joe Solis (Kaw); 5. Ken Peters (Kaw).
OPEN TW: 1. Fred Eiker (Duc); 2. Jean Meynet (Yam); 3. Lloyd Johnson (Duc).
750 TW: 1. Geoff McCarthy (Duc); 2. Duane Summers (Duc).
250 MOD PROD: 1. Don Canet (Kaw); 2. Paul Van Zuyle (Kaw); 3. Chuck Graves (Kaw); 4. Joe Solis (Kaw); 5. Ken Peters (Kaw).
600 S/ST: 1. Don Canet (Kaw); 2. Earl Roloff (Kaw); 3. Steve Cardillo (Yam); 4. Lee Shierts (Kaw); 5. Walter Nitto (Kaw).
OVER 40: 1. Ray Adams (Suz); 2. Dennis Kunster (Kaw); 3. Dennis Pegaloui (Yam).

Brill smokes Motosports MX

By Bill Holt

BYRON, IL, APR. 12

David Brill took advantage of a fast track to grab both moto victories and the gold in the 125cc A class at Byron Motosports MX. Not to be outdone by Brill, Bob Behrens rode the wheels off his Kawasaki to claim the 250cc A class honors.

Brill controlled the show in the 125cc A division, as he motored to two convincing moto victories. Kevin Papaeko took a sixth in the first moto, but bagged a second in moto two which was good enough to garner him second overall. Eric Lewis' 3-5 was good for third overall.

Behrens cleaned up in both 250cc B class motos with Rick Munson and Todd Williamson following him home in both motos to round out the top three spots. Munson bounced back to claim a first in the Senior class over Victor Paskus.

Dave Berquist kept up his winning ways in the Junior Mini class as he jammed to a double moto sweep of the class. second place went to Troy Wright with a 5-2 total and third went to Mike Holloway with a 4-4 tally.

Results

JR MINI: 1. Dave Berquist (Kaw); 2. Troy Wright (Kaw); 3. Michael Holloway (Yam).
SR MINI: 1. Chuck Whitesell (Kaw); 2. Donnie Pook (Suz); 3. Ryan Miller (Suz).
125 B D-1: 1. Jeff Hill (Kaw); 2. Greg Schnieder (Kaw); 3. Doug Higgins.
125 B D-2: 1. Adam Garvey (Kaw); 2. Dave Sinnick (Kaw); 3. Darrin Hill (Suz).

125 A: 1. David Brill (Kaw); 2. Kevin Popaeko (Suz); 3. Eric Lewis (Kaw).
250 B: 1. Mark Wright (Kaw); 2. Tim Filippi (Kaw); 3. Joseph Nosek (Yam).
250 A: 1. Bob Behrens (Kaw); 2. Rick Munson (Suz); 3. Todd Williamson (Kaw).
SR: 1. Rick Munson (Suz); 2. Victor Paskus (Hon); 3. Kevin Hollaway (Yam).
S/SR: 1. Marv Wiemker (Kaw); 2. Robert Stroup (Kaw); 3. Dennis Reeker.
OPEN: 1. Ronald Walker (Kaw); 2. Alvin Schmidt (Hon); 3. Kevin Lane (Hon).

Fosnock aces Pro-Caliber SX

By Susan Willian

TERRE HAUTE, IN, APR. 11

Night racing was at its best at the Pro Caliber night supercross event as Beckman Kawasaki-sponsored Billy Fosnock charged into action in the 250cc A to take double moto wins for the overall.

Fosnock was the early leader in turn one of the first 250cc A moto with Danny Umbarger in pursuit. Fosnock pulled out to a wide margin for the win.

In moto two, Fosnock opted to remain at the gate while the rest of the pack fired from the line. Fosnock went from last to second on lap one. The checkered found Fosnock in command.

Chip Hunter gassed his machine into the lead in moto one of the 125cc B class with Rod Foley hot on his trail. Foley had some problems and dropped back several spots. Hunter stretched out the lead as Steve Drake, who was running second, went down. Robert Steigerwalt then moved into second to chase Hunter. Hunter crashed, but still maintained a slim lead over Steigerwalt. Hunter went down again and Steigerwalt moved into the lead position. Steigerwalt bobbled, but remounted in time to keep first.

The white flag lap found Steigerwalt again almost losing it through the whoops as Hunter dropped to fifth. Steigerwalt managed to hold on to first as a race for second developed between John Matthews and Delbert Mock. Matthews barely held off Mock for second.

Tim Borgfield timed the drop of the gate to perfection in moto two as he shot around turn one with Hunter, Scott Atwell and Foley in tow. Hunter passed Borgfield to take the lead and he, Borgfield and Atwell raced together through the popular whoop section. Atwell moved by Borgfield to take over second while Steigerwalt closed in on Foley to take over fourth.

Atwell later passed Hunter for the lead, but remained the leader for only a short time as he crashed, allowing Hunter to retake the lead. Atwell bounced back to re-take his lead. Steigerwalt was up to third and attempted to pass Hunter, but Hunter continually blocked his moves.

Hunter came out on top at the checkered followed by Atwell. Atwell was the overall winner with a 4-1 while Delbert Mock worked his way to third for a second overall with a 3-3.

Results

SR: 1. Kevin Poole (Hon); 2. Dennis Harlan (Yam); 3. Bill Sullivan (Hon); 4. Steve Wright (Yam); 5. John Farmer (Yam).
125 B: 1. Scott Atwell (Suz); 2. Delbert Mock (Kaw); 3. John Matthews (Kaw); 4. Chip Hunter (Suz); 5. Robert Steigerwalt (Hon).
P/W: 1. Terry Meyer (Kaw); 2. Jeremy Brewington (Kaw); 3. Thad McClusky (Kaw).
250 A: 1. Billy Fosnock (Suz); 2. Danny Umbarger (Yam); 3. Jack Cooper (Suz).
250 B: 1. Jon Darmon (Yam); 2. Kevin Poole (Hon); 2. Gary Peak (Yam); 4. Brian Taylor (Yam); 5. Cullen Page (Yam).
S/SR: 1. Gary Peak (Yam); 2. Dave Atwell (Suz); 3. Richie Elkins (Kaw).
SR MINI: 1. Greg Derickson (Kaw); 2. Stephen Christian (Yam); 3. Brett Melton (Hon); 4. Kevin Shemwell (Kaw); 5. Chuck Drake (Kaw).
JR MINI: 1. Terry Meyer (Kaw).
OPEN: 1. Jeff Steinrock (Hon); 2. Everett Liggett (Hon); 3. Stephen Shank (Suz); 4. Daniel Brown (Kaw).
AUTO: 1. Justin Gutherie (Yam); 2. Thad McClusky (Yam).

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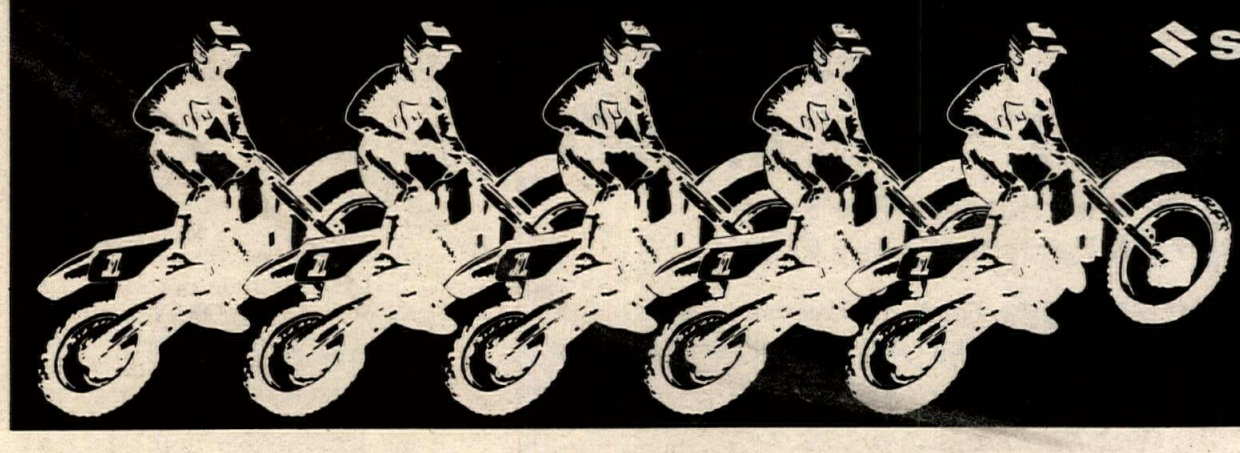

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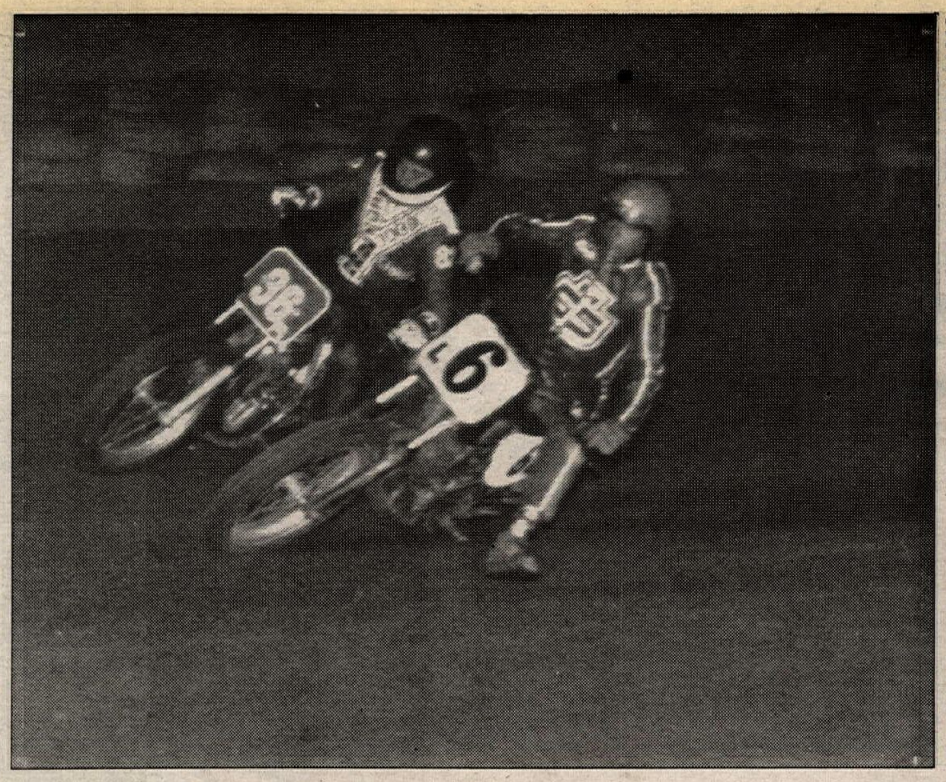

PHOTO BY LOREN WILLIAMS

Chris McCroskey (36M) and Tommy Sisson (6L) crashed in the Open Flat Track class at Riverside Speedway, handing the win to Eric Prior.

Prior steals Riverside Short Track win

By Loren and Barbara Williams

TRAVELERS REST, SC, APR. 11

Eric Prior inherited the lead and the victory in the Open Flat Track class in Stepp Mill at Riverside Speedway action. Prior took the lead when front runners tangled in the late stages of the race.

Tommy Sisson and Chris McCroskey held the top two spots in the early going of the Open Flat Track main event, with Prior a very close third. In the closing laps of the race Sisson and McCroskey crashed in turn one and Prior narrowly avoided the two downed riders. Prior went on to score the win as Kirk Hayes, Kenneth Barr and George Galloway filled out the top four.

Motocrosser Robby Neeley flashed to the wins in the 125 and 250cc Flat Track classes. Second spot in the 125cc ranks went to Chuck Blackmon, third was Josh Keys. Galloway and Tim Harmon filled out the top three in the 250cc division.

In the motocross action, Bobby Gilbert got the holeshot in the 125/250cc Amateur class and held the lead for the entire race. Phillip Caldwell had recovered from a spill during practice enough to finish second. Chuck Blackmon, riding the same Honda that he rode in the flat track event, won the 125cc Amateur class, with Steve Howard chasing.

Chris Faust lost a squeaker to Marvin McCarson during the Open/Enduro main. Faust's Husky stalled in a corner on the last half of the last lap, allowing McCarson to motor into the front spot. Faust salvaged a second place finish.

Results

S/MINI: 1. Jonathan Sentell (Yam); 2. Jason Tripp (Suz).
P/W: 1. Jimmy Briggs (Kaw); 2. Philip Hayes (Hon); 3. Conn Mason (Kaw).
JR MINI: 1. Philip Hayes (Hon); 2. Jimmy Briggs (Kaw); 3. Conn Mason (Kaw).
SR MINI: 1. Chad Leigh (Yam); 2. David Cantrell (Hon); 3. Marcus Cannon (Hon).
125 AM: 1. Chuck Blackmon (Hon); 2. Steve Howard (Kaw).
250 AM: 1. Bobby Gilbert (Hon); 2. Philip Caldwell (Hon); 3. Steeve Litz (Hon).
OPEN AM: 1. 125 NOV: 1. Alan Sparks (Hon); 2. Randall Lance (Kaw); 3. Philip Cole (Suz).
ENDR: 1. Marvin McCarson (Hon); 2. Chris Faust (Hus); 3. Scott Heath (Hon).
125 NOV: 1. Alan Sparks (Hon); 2. Randall Lance (Kaw); 3. Phillip Cole (Suz).
250 NOV: 1. Steven Edwards (Kaw); 2. Chris Faust (Hus); 3. Tony Rhodes (Hon).
FT 125: 1. Robby Neeley (Kaw); 2. Chuck Blackmon (Hon); 3. Josh Key (Yam).
FT 250: 1. Robby Neeley (Kaw); 2. George Galloway (Hon); 3. Tim Harmon (Hon).
FT OPEN: 1. Eric Prior (Hon); 2. Tommy Cowan (Hon); 3. Kirk Hayes (Hon).

Polson bags Boyd Short Track win

By Bill Creese

BOYD, TX, APR. 18

Trace Polson nailed down the victory in the Open Pro class at Boyd Raceway's short track. Polson held off determined efforts by Bubba Bentley and Andy West to record the victory.

West grabbed the holeshot in the main event followed closely by dash-for-cash winner Michael Hale and Polson. Hale threw away second when he crashed in turn four on lap one. Polson moved up to challenge West for the lead and worked his way by on lap four. Bentley moved up from a bad start to grab second place honors, bumping West back to third.

Results

ST
50: 1. Tommy Bass; 2. Dusty Crow; 3. Jason Tyer; 4. Michael Sanderson; 5. Natasha Hollister.
60-80: 1. Ty Howard; 2. Billy Kennedy; 3. Travis Hull; 4. Trey Glasco III.
250: 1. Mike Weedin; 2. Derick Whitener; 3. Michael Eadie; 4. Mike George; 5. Terry Fant.
OPEN: 1. Mike George; 2. Clayton Hull; 3. Mike Weedin; 4. Jeff Harder; 5. Tommy West.
OPEN PRO: 1. Trace Polson; 2. Bubba Bentley; 3. Andy West; 4. John Gladwell; 5. Chad McCraken.
TT
50: 1. Tommy Bass; 2. Dusty Crow; 3. Jason Tyer; 4. Natasha Hollister; 5. Larry Orear.
60-80: 1. Brian Mize; 2. Jack Mize; 3. Travis Hull; 4. Trey Glasco III; 5. Billy Kennedy.
125: 1. Clayton Hull; 2. Brett Garett.
250: 1. Mike Moore.
OPEN: 1. Tommy West; 2. Kirk Tyer.
OPEN PRO: 1. Bubba Bentley; 2. Shane Jolly; 3. Trace Polson.

Gunn goes three for four at Firebird

By Michael Ross

CHANDLER, AZ, APR. 12

Apparently Kye Gunn is out to make a name for himself as the toughest, most determined rider at Firebird Raceway where he raced four classes and nearly won *all* of them during the Phoenix Road Racing Organization's third race of the season.

Gunn's first victory came in the Stock Production race which gridded all displacement classes for a single-wave start. Kye blasted into the lead early in the race and sprinted to the finish line aboard his Suzuki of Tucson/Sparks Cycle/Buds Out Back/Doll Cottage-sponsored Suzuki GSXR750. Hot on Gunn's tail was MRA racer Geoff Cesmot, who finished second in the Heavyweight class.

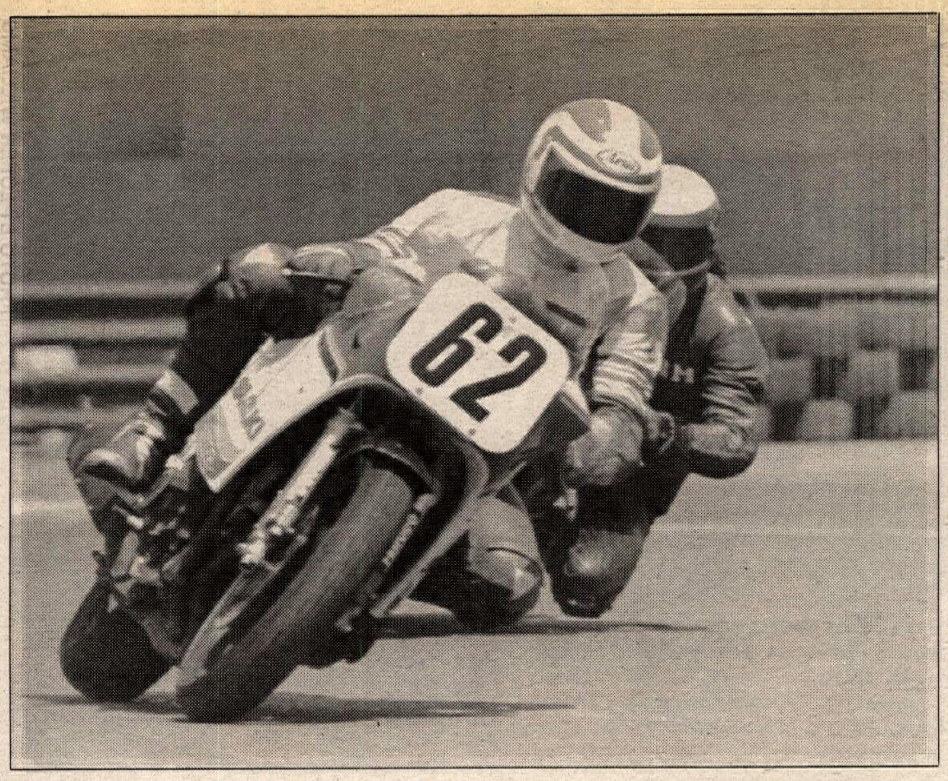

PHOTO BY MICHAEL ROSS

Kye Gunn (62) grabbed victories in three classes at the third round of the Arizona State Road Racing Championship at Firebird Raceway.

Marc Shaffer piloted his brand new Yamaha FZR1000 to the finish line for the Unlimited class crown ahead of Yamaha FJ1100-mounted Dan Brown; Shaffer's Yamaha sustained fairing damage early in practice when a 12-inch square metal cover was thrown up by another motorcycle. Shaffer continued on without incident.

Scott Willock took the Middleweight class win on his Yamaha of Tucson/Star Cycle/Spark's Cycle Supply FZ600. Michael Ross took a distant second in that class in his first race since crashing in January. Mark Hensley's Rising Sun Cycle-backed Yamaha RZ took an uncontested Lightweight class win.

No sooner had Gunn pitted after the Production race than he was back out on the track to contest the Heavyweight Superbike class.

Kelly Byrd took the holeshot and opened up an early lead only to pull off after eight laps with gearbox problems. Gunn took the lead from Cesmot and raced home to victory number two.

Gunn went out in the very large Unlimited/Middleweight Superbike race and stole the show, scoring his third win in as many tries. Scott Thomas took second behind Gunn with Henry Tecza trouncing the 14 bike field of Middleweights ahead of Dale Keiffer and Scott Willock.

Nineteen bikes gridded for the Formula class race with Robert Utley's Suzuki GSXR leading the way with Gunn and Dave Coons in hot pursuit. The leading trio quickly pulled away from the field, but by lap three Gunn had slowed noticeably and was trying to shake some feeling back into his hands down the straightaway. Gunn ran off the track on lap five as Utley and Coons continued to battle. Gunn reentered the race but at a much slower pace, gamely working his way back to fourth in class.

Utley pulled out all the stops to beat Coons and claim the overall win and first in class.

Results

NOV: 1. Adam Lee (Kaw); 2. Steve Jensen (Kaw); 3. Scott Cusack (Kaw); 4. Mark Spoonamore (Kaw); 5. John Leonhardt (Yam).

VINT 1: 1. Steve Barnard (Hon); 2. John Scott (Tri); 3. Mike Harcourt (Nor); 4. Philip Stevens (Lav).

VINT 2: 1. Kevin Elliot (Yam); 2. Bill McLain (Hon); 3. Andii Adamick (BSA); 4. David Chrone (Duc).

STK PROD L/W: 1. Mark Hensley (Yam).

STK PROD M/W: 1. Scott Willock (Yam); 2. Michael Ross (Yam); 3. Jim De Rosa (Yam); 4. Mike Howe (Yam); 5. Mark Moreno (Hon).

STK PROD H/W: 1. Kye Gunn (Suz); 2. Geoff Cesmot (Suz); 3. James Mueller (Suz); 4. Tim Van Name (Suz).

U/L STK PROD: 1. Marc Shaffer (Yam); 2. Daniel Brown (Yam).

L/W S/BK: 1. Tim Bertstrom (Yam); 2. Mark Hensley (Yam); 3. Eddie Wright (Kaw); 4. Loren Poole (Kaw).

A/C L/W S/BK: 1. Tom Dahl (Hon); 2. Bill Inglis (Yam); 3. Steven Pierce (Hon); 4. Andii Adamick (BSA); 5. Thomas Michael (Duc).

M/W S/BK: 1. Henry Tecza (Yam); 2. Dale Kieffer (Yam); 3. Scott Willock (Yam); 4. Diane Dietzel (Kaw); 5. Eric Seward (Yam).

H/W S/BK: 1. Kye Gunn (Suz); 2. Geoff Cesmot (Suz); 3. Scott Thomas (Suz); 4. Dale Kieffer (Yam); 5. Henry Tecza (Yam).

U/L S/BK: 1. Kye Gunn (Suz); 2. Scott Thomas (Suz); 3. Marc Shaffer (Yam); 4. Jeff Anderson (Suz).

M/W S/SPRT: 1. James Cox (Yam); 2. Rick Williams (Kaw); 3. Eric Seward (Yam); 4. Carlo Rao (Yam); 5. Craig Beecher (Yam).

H/W S/SPRT: 1. Willie Adams (Suz); 2. Geoff Cesmot (Suz); 3. Rob Leatham (Suz); 4. Jeff Anderson ((Suz).

F-1: 1. Robert Utley (Suz); 2. David Coons (Suz); 3. Scott Thomas (Suz); 4. Kye Gunn (Suz); 5. Jeff Anderson (Suz).

F-2: 1. Dale Kieffer (Yam); 2. Rob Leatham (Suz); 3. Diane Dietzel (Kaw); 4. Eric Seward (Yam); 5. Carlo Rao (Yam).

F-3: 1. Tom Dahl (Yam); 2. Tim Bergstrom (Yam); 3. Steven Pierce (Hon).

Gonzalez tops Calhoun MX

By Jeff Jacobsen

CALHOUN, GA, APR. 12

Luis Gonzalez piloted his Honda to the victory in the 125cc Novice class at Calhoun MX Sunday. Gonzalez turned in a 2-1 score to edge out Scott Runyan for the class victory.

Runyan grabbed the lead from Gonzalez on the fifth lap of the first 125cc Novice moto and held it to the finish. In the second moto Gonzalez controlled the top spot and took the moto win and the overall victory.

The 250cc Novice class saw Zee Koon taking wins in both motos, but Joel Johnson put in a pair of inspired rides to net second overall. Johnson gated dead last in the first moto and charged through the pack to claim second at moto's end.

Johnson held second early in the second moto, but fell on lap two and dropped to last. Johnson again cut through the pack to claim second behind Koon.

Results

P/W: 1. Greg Day (Hon); 2. Johnny Trotter (Hon); 3. Greg Ridings (Yam).

P/W: 1. Amanda Chastain (Suz); 2. Chris Rich (Yam).

JR MINI: 1. John Ownbey (Kaw); 2. Keith Burger (Kaw); 3. Jeff Pullin (Yam); 4. Kevin Farist (Yam).

SR MINI: 1. Scott Runyan (Kaw); 2. Kevin Albernathy (Suz); 3. Tim Davis (Kaw).

125 NOV: 1. Luis Gonzalez (Hon); 2. Scott Runyan (Suz); 3. Rodney Parker (Suz).

250 NOV: 1. Zee Koon (Yam); 2. Joel Johnson (Yam); 3. John Hobgood (Hon).

125: 1. Brenon Tarvin (Hon); 2. Billy Ladford (Yam); 3. Billy Clevenger (Yam).

OPEN: 1. Lane Jones (Suz); 2. Mike Williams (Hon).

ENDR: 1. Matt Ragsdale (Kaw); 2. Terry Pettit (Kaw); 3. Richard Hutson (KTM).

OVER 30: 1. Thomas Day (Hon); 2. Butch Heatherly (Suz).

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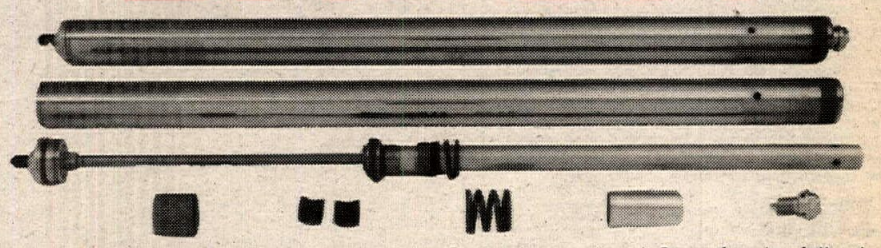

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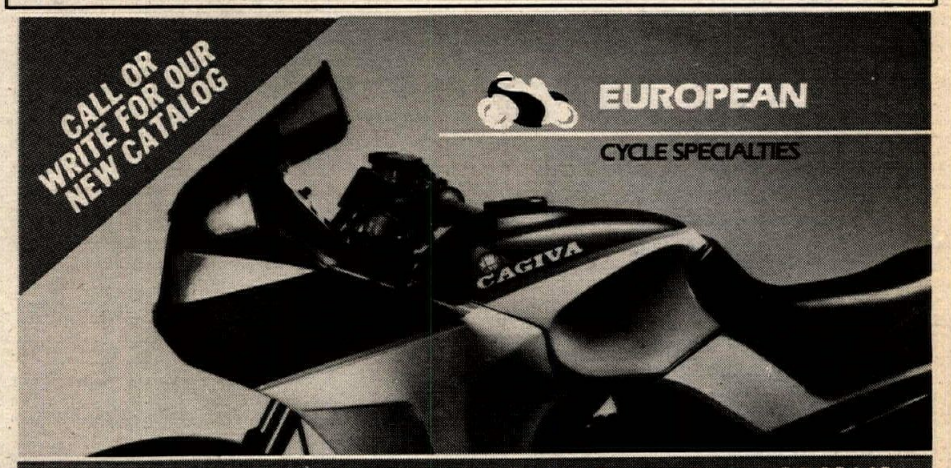

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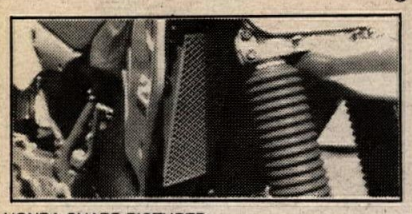

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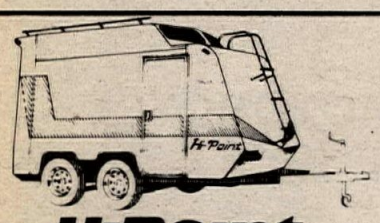

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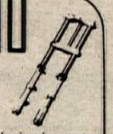
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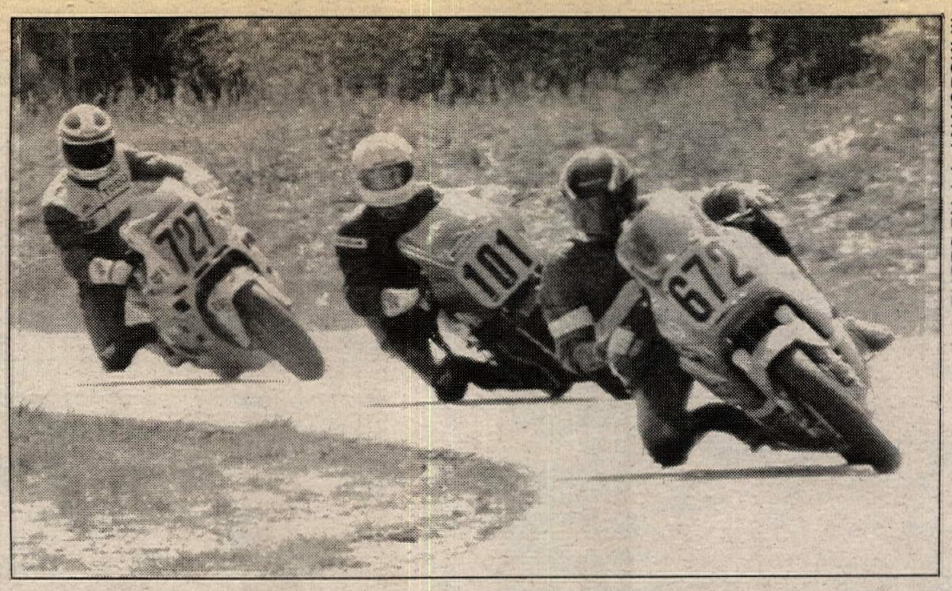

PHOTO BY J.J. JAWORSKI III

Bob Bossardet (101) and Steve Seaborn (672) were second and third, respectively, in the Middleweight Superbike Novices at Roebling Road.

Neeley, Bollinger dominate Muddy Creek Motocross

By Danny C. Iusti

BLOUNTVILLE, TN, APR. 12

Nature teamed up with Muddy Creek Moto-X Raceway to give racers from over eight states a chance to race under dry and wet conditions as clouds covered Muddy Creek during the first motos, but rainfall held off until the second motos began.

The racing was dominated by three racers: Aaron Bollinger, Robert, and Ray Boruff.

Bollinger started like a rocket as he immediately took the lead in the first moto of the 125cc Pro class, then secured the lead by pulling away.

The second moto began when Spriggle took the initial two lap lead with Chester second followed by Bollinger. Lap three saw Bollinger jolt into the lead as Chester remained second while Spriggle fell to third. Bollinger retained the lead, but not with the dominance displayed in the first moto. On the final lap, Chester exchanged the lead with Bollinger twice, but Bollinger beat Chester to the checkered flag. Chester took second overall while Spriggle finished third.

Neeley ran away with the Open Pro class, winning both motos and leading every lap.

The first moto saw Neeley leading Gerald Green early, but Neeley pulled away from Green on lap two and cruised to an easy victory.

The second moto was shortened due to rainfall, and Neeley took advantage of the situation to capture the overall. Finishing second in the second moto was Steve Lewis, which left Green and Lewis tied for overall second.

The 250cc C class saw Aaron Bollinger win his second overall championship of the day as he captured second and first place finishes in the motos. Boruff claimed second overall for the second time. Chad Viers took third with a 3-4 finish.

Results

P/W: 1. Jordan Moneymaker (Kaw); 2. Jimmy Briggs (Kaw); 3. Brent Lough (Kaw).

JR MINI: 1. Kevin Addair (Suz); 2. Stacy Lane (Kaw); 3. Jordan Moneymaker (Yam).

SR MINI: 1. Mike Brown (Hon); 2. Marty Pyke (Yam); 3. Chad Lough (Suz).

125 C: 1. Mike Brown (Hon); 2. Ray Boruff (Suz); 3. Steve Ratliff (Hon).

125 B: 1. Brian Justice (Yam); 2. Darren Wilson (Yam); 3. Dwain Miller (Kaw).

250 C: 1. Aaron Bollinger (Hon); 2. Ray Boruff (Suz); 3. Chad Viers (Yam).

250 B: 1. Chris Shortridge (Kaw); 2. Larry Harison (Hon); 3. Dwain Miller (Kaw).

OPEN AM: 1. David Albert (Hus); 2. Chris McAbee (Cag); 3.Randy Farris (KTM).

ENDR: 1. Randy Farris (KTM); 2. Keith King (Yam); 3. Kevin Slaughter (Cag).

SR MEN: 1. David Holton (Hus); 2. Gary Keith (Hon); 3. Steve Lady (Suz).

125 PRO: 1. Aaron Bollinger (Hon); 2. Jim Chester (Kaw); 3. Mark Spriggle (Hon).

250 PRO: 1. Mark Spriggle (Hon); 2. Robert Neeley (Kaw); 3. Mike Garrett (Hon)/Jim Chester (Kaw).

OPEN PRO: 1. Robert Neeley (Kaw); 2. Gerald Green (Yam); 3. Steve Lewis (Yam).

Jacks, Bray, Farmer win at Roebling Road

By J.J. Jaworski III

FAULKVILLE, GA, APR. 11-12

Donald Jacks won three races while Paul Bray and Jeff Farmer won two apiece in Expert road racing action from Roebling Road. Mike Smith was the top Novice rider as he swept to five wins and two second place finishes on his Honda CBX600 Hurricane.

The weekend started with the AMA/CCS 100-mile endurance race on Saturday. When the flag dropped, GTO rider John Curwick took the lead on his Curwick Ent./Yokohama/Amalie Oil/Shoei Helmet-sponsored Suzuki GSXR1100, followed by last year's series winner Rick Shaw on his Yamaha FZR1000 and Jim Sherrill on his Yamaha FZ600.

The pace was rapid as the three leaders were slugging it out. Suzanne Brightbill was the first casualty as she crashed her Honda VFR750 in turn four.

Meanwhile, Shaw made his move to take over the lead and control of the race. Sherrill moved past Curwick to take a firm hold on second place.

Shaw held a seven-second lead while turning 1:22.2 lap times. Buddy Keller, meanwhile, moved past Curwick and into third place. At the finish, Shaw had lapped the entire field with Sherrill taking second, Keller third and Novice David Cambell fourth. Curwick rounded out the top five.

In the 12-lap Middleweight Combined class, Jacks took the lead with Mike Smith second and David Hand third. The battle between Jacks and Smith went to the flag with the duo putting a comfortable 29-second cushion on the rest of the field. Jacks took the win with Smith second and Hand third.

In the Heavyweight Combined class, Bray held the early lead over Wink Price and Robert Caraway. By lap four Bray held a 6.4-second lead with Smith on the move. Smith moved into second, but Bray continued to stretch it out, leading by 16 seconds on the eighth lap. Bray took the win with Smith second and Price third.

On Sunday, Jeff Burck took the Lightweight Superbike Combined win with Pete Klee second and James Ronan third. Bray took the early lead and held it to the finish. Shaw ended up second with Sherrill third.

The Heavyweight Superbike class was the final race with Sloan grabbing the initial lead. Farmer held down second with Schwing third, Williams fourth and Bray fifth. Farmer moved by Sloan on lap six and held on for a 1.21-second win. Sloan held on for second with Bray third.

Results

ENDUR: 1. Rick Shaw (Yam); 2. Jim Sherrill (Yam); 3. Buddy Keller (Suz); 4. David Campbell (Hon); 5. John Curwick (Suz).

H/W S/SPRT COMB: 1. Paul Bray (Suz); 2. Mike Smith (Hon); 3. Wink Price (Yam); 4. Dennis Johnson (Yam); 5. David Campbell (Hon).

M/W S/SPRT COMB: 1. Donald Jacks (Hon); 2. Mike Smith (Hon); 3. Dave Hand (Duc); 4. David Campbell (Hon); 5. Billy Hensley (Hon).

L/W S/BK COMB: 1. Jeff Burck (Suz); 2. Pete Klee (Yam); 3. James Ronan; 4. Bernard Lajoie (Kaw); 5. Greg Flagg (Kaw).

F-1: 1. Paul Bray (Suz); 2. Rick Shaw (Yam); 3. Jim Sherrill (Yam); 4. John France; 5. Lennie Combs (Yam).

S/TW COMB: 1. James Stewart (Nor); 2. Pete Strunk (Duc); 3. R. Steinbugler (M-G); 4. Dave Hand (Duc); 5. Bernard Lajoie (Kaw).

U/L S/BK: 1. Jeff Farmer (Yam); 2. Paul Bray (Suz); 3. Tommy Sloan (Yam); 4. Bryan Schwing (Yam); 5. Rick Shaw (Yam).

M/W S/BK NOV: 1. Mike Smith (Hon); 2. Bob Bossardet (Yam); 3. Steve Seaborn (Kaw); 4. Steve Burgener (Kaw); 5. Richard Resta (Yam).

M/W S/BK EX: 1. Donald Jacks (Hon); 2. Jim Sherrill (Yam); 3. Pete Strunk (Duc); 4. Michael Nolan (Yam).

F-2 NOV: 1. Mike Smith (Hon); 2. Bob Bossardet (Yam); 3. Dave Hand (Duc); 4. Richard Resta (Yam); 5. Todd Trumble (Hon).

F-2 EX: 1. Donald Jacks (Hon); 2. Pat O'Leary (Yam); 3. Marcello Del Giudice (Yam); 4. Greg Esser (Hon); 5. Robert Mowson (Yam).

H/W S/BK NOV: 1. Mike Smith (Hon); 2. John Choate (Suz); 3. Bob Bossardet (Yam); 4. Steve Seaborn (Kaw); 5. Keith Tarver (Suz).

H/W S/BK EX: 1. Jeff Farmer (Yam); 2. Tommy Sloan (Yam); 3. Paul Bray (Suz); 4. Bryan Schwing (Yam); 5. Jim Sherrill (Yam).

Faria wins his first at OC Spdwy

By Scott Daloisio

COSTA MESA, CA, APR. 17

Mike Faria sped to his first Orange County Fairgrounds Scratch main event win of the 1987 season Friday night over a determined Alan Christian. On the Handicap side of the program, Tom Burba led the eight-lap main to score an impressive win.

Burba (NJK Racing/Cody Products/Pro Design/Bel-Ray Jawa) started to put it all together in the semi. After taking second in his heat race, Burba rocketed off the 30 in the semi and scored his first win of the evening over a field that included Brad Oxley and "Dangerous" Dubb Ferrell.

The main had two rows of four riders. Actually there should have been five riders off the 30 but that would have made things too crowded. Scotty Brown ended up being the unlucky rider and he was sent back to the 40 with Oxley, Ferrell and "Showtime" Bobby Ott.

Burba immediately took the lead over Andy Northrup, Louis Kossuth and Jim Sisemore. Brown got a good start and worked his way to the fourth spot by the end of the first lap. One lap later Brown got inside Kossuth and found himself in the third position.

Burba was at the head of the pack and flying. Oxley and Ferrell were not quite as lucky, as they tangled off turn two on the second lap ending the night for both of them.

By lap three Burba had opened up a sizable lead. By lap seven he had expanded his advantage to almost half a straight. Brown was in third and was attacking Northrup for second on lap seven when he momentarily slipped off the groove. That allowed Kossuth back by and he held the third spot until the checkered. Sisemore, like many in the field, had bad luck when his chain derailed off the final turn. For the record it was Burba, Northrup, Kossuth and Brown.

Many of the riders are not happy with the new eight-lap Handicap races so you can imagine how they felt at the end of a seven-lap Scratch main. Faria (Shoei/Tsubaki/Oil-zall/Cody Products/Wenn Jawa) led

PHOTO BY SCOTT DALOISIO

Mike Faria won the Scratch Main at Costa Mesa.

the usual four laps as well as the extra three that an official's error tacked on.

Faria was out of gate two for the main with Christian off the pole. Both riders had come into the main undefeated in the Scratch preliminaries. Faria got the gate over Christian, Steve Lucero and Oxley. Oxley quickly got by Lucero and stayed in third for all four laps.

At the end of lap three the white flag failed to come out. At the end of lap four the checkered flag failed to come out. The riders continued to race around the track while the riders in the pits had a good laugh. The fans were confused but at the end of six laps the starter finally went for the white flag and, mercifully, the checkered waved at the end of lap seven. The fans had now realized that a mistake had been made and they gave a sarcastic cheer at the end of the event. The order of finish at both four laps and eight laps was Faria, Christian, Oxley and Lucero.

Bernie Tusko (TEP/Pro Design/Jet Set Tuning PPT) grabbed the honors in the Support class main for the first time in 1987 over Randall Dance.

Results

SCRATCH: 1. Mike Faria (Jaw); 2. Alan Christian (Wes); 3. Brad Oxley (Wes).

HDCP: 1. Tom Burba (Jaw); 2. Andy Northrup (Wes); 3. Louis Kossuth (Wes).

SUP: 1. Bernie Tusko (PPT); 2. Randall Dance (Jaw); 3. Mike Dalbey (Jaw).

Bertilno blasts Pekin ST

By Bill Holt

PEKIN, IL, APR. 12

Reed Bertilno kicked off the AMA District 17 Dirt Track Series in the right way Sunday as he walked away with first place in the 500cc class. This was the first race of the Pekin Motorcycle Club's DC Cycle/Megacycle/Motorcycle Center of Lombard-sponsored series.

Twelve riders lined up for the 500cc final and it was heat race winner Wymond Schleyhahn who grabbed the early lead. Schleyhahn led the pack for five laps, but a mistake in turn two let Bertilno slip by and he went on to take the win. A good battle took place for third spot between Bart Schmulbach and Aaron Crockett. Schmulbach held on to take third by inches at the checkered flag.

Schmulbach, Jim Hauptman and Greg Sauder led the pack into turn one in the 250cc final. By the end of the first lap Hauptman had snatched the lead and never looked back. Schmulbach moved Sauder back to third on lap six and the top three held all the way to the checkers.

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PHOTO BY HENRY MULLER

Robbie Taylor (19) and David McGuyrt (4) finished 1-2, respectively, in the 125cc A class at Devil's Ridge MX.

The Senior class win was claimed by number one plate holder Les Eslinger in convincing fashion over Jeff Chisi and John Millington. The 125cc division was topped by Greg Hoop followed by Brian Graybeal.

Results

50: 1. Randy Smith; 2. Shane Garrison; 3. Shannon Wright; 4. Josh Martin; 5. Micah Statler.
80: 1. Steve Hall (Yam); 2. Danny Dotson (Yam); 3. Brad Thompson (Yam); 4. Jess Robinson (Yam).
125: 1. Greg Joop (Yam); 2. Brian Graybeal (Hon).
250: 1. James Hauptman (Yam); 2. Bart Schmulbach (Hon); 3. Greg Sauder (Hon); 4. Danny Carter (Hon); 5. Greg Joop (C-A).
400: 1. Mark Augustine (Bul); 2. Shawn Wade (Bul).
500: 1. Reed Bertilino (H-D); 2. Wymond Schleyhahn (Hon); 3. Bart Schmulbach (H-D); 4. Aaron Crockett (Yam); 5. Matt Yoho (Yam).
SR: 1. Les Eslinger (Yam); 2. Jan Buckley (Hon); 3. Jeff Chisi (Rtx); 4. John Millington (Hon).

Jenkins jams at Mathias Raceway HS

By Tom Boyer

NEW PHILADELPHIA, OH, APR.12

M-Star-mounted Joel Jenkins topped a field of over 90 riders at Sunday's Competition Riders of America-sanctioned hare scramble at Mathias Raceway.

Jenkins led Honda CR500 rider Gary DeBock for the whole race and wound up taking a narrow victory over the Open class rider. Joe Powers maintained a close third aboard his Kawasaki KX250.

In one of the closest races of the day Senior I class riders John Gallagher and Mark Engle took turns holding the class lead until the last 30 minutes of the race, when Gallagher managed to gain an advantage. Husky-mounted Gallagher took the win with Engle and Marty Heben filling out the top three.

The class that had the largest turn out of the day was the Open division. DeBock was the top rider in the class, with fellow Canadian Paul Andratis taking the top two slots.

Results

O/A: 1. Joel Jenkins (M-S).
125: 1. Rusty Myers (Hon); 2. Jerry Klever (Kaw); 3. Rob Melzer (Hon); 4. Rick Ayers (Suz); 5. Bubba Shaffer (KTM).
200: 1. Brian Baker (Yam); 2. Brad Eller (C-A); 3. Dave Ulizio (Kaw); 4. Steve Leggett (Yam); 5. Bob Koller (Kaw).
250: 1. Joe Powers (Kaw); 2. Jim Kalleker (Hus); 3. Rick Luts (Suz); 4. Dave Alexander (Suz); 5. Jon Powelson (KTM).
OPEN: 1. Gary DeBock (Hon); 2. Paul Andratis (Hus); 3. Tim Coen (Kaw); 4. Jeff Bonasera (Yam); 5. Robin Miller (Yam).
SR I: 1. John Gallagher (Hus); 2. Mark Engle (Hon); 3. Marty Heben (Yam); 4. Dan Miller (Yam); 5. Curt Hanshaw (Hon).
SR II: 1. Gene Robinson (Hus); 2. Herb Leppelmeier (KTM); 3. Bill Szewczyk (Hus); 4. David Baker (KTM); 5. Doug Hagge (Hus).

LaPorte smokes Idaho 100 Hare Scramble

By Jodane Christoffersen

CALDWELL, ID, APR. 12

Former 250cc World Motocross Champion Danny LaPorte claimed the overall victory in the Idaho 100 Daniel Huskey Benefit Hare Scramble. LaPorte topped a field of 49 riders in a race that raised $700 for the Daniel Huskey Medical Benefit Fun. Huskey suffered a back injury in a desert race earlier this year. The race was put together by Team Whiners and Sagebuster Motorcycle Clubs.

Curtis Dice grabbed the early lead in the 100-mile contest, but lost the top spot on the second lap to Reed Bright. Shortly after taking the lead Bright suffered a flat tire and lost time when he stopped it.

Dice took over the lead when Bright pitted, but LaPorte caught and passed Dice in the last two miles of the third lap and went on to win the race. Richard Bowen finished as the first Amateur class rider in ninth overall.

Results

O/A: Danny LaPorte.
200 EX: 1. Bill Ballard.
200 AM: 1. Larry Climer; 2. Scott White; 3. Kevin McKercher.
250 EX: 1. Ron Wehr; 2. Ryan Dean; 3. Mike Dougherty.
250 AM: 1. Tim Schelhorn; 2. Wyatt Foss; 3. William Freelove.
OPEN EX: 1. Curtis Dice; 2. Todd Peugh.
OPEN AM: 1. Richard Bowen; 2. Glen Peoples; 3. Bill Dougherty.
SR EX: 1. Joe Wood; 2. Harold Brockelsby.
SR AM: 1. Lory Harper; 2. Albert Stansell; 3. Dane Thomas.
VET EX: 1. Leroy Smith; 2. Tom Lambert.
VET AM: 1. Howard Dean.
BEG: 1. Tom Ady; 2. Ron Bernard; 3. Bill Walsh.
WMN: 1. Kath Clyer; 2. Maleta Meredith.

Horton, Greer & Neese crowned N.C. state MX champs

By Henry Muller

SANFORD. NC. APR. 12

Richie Horton won the Pee Wee class title at the Devil's Ridge MX, then returned to finish runner-up in the Junior Mini division behind Patrick Greer. Jim Neese edged Stacey Barnett for the Senior Mini class championship while Robbie Taylor dominated the A class action.

In Pee Wee class racing it was Horton and Chuck Shirley all the way in both motos with Danny Rich topping Robbie Horton for third.

Chuck Shirley challenged Greer for the lead at the start of the first Junior Mini moto, but Greer surged ahead and Shirley dropped out. Richie Horton jumped into second and stayed there with Danny Rich heading Spencer Liggon at the flag for third. Greer made it a repeat performance in the second moto over Horton and Rich.

Stacey Barnett and Rusty Coleman set the pace for the first Senior Mini moto with a group of riders in tow. Jim Neese was the first to make a move as he displaced Coleman for second and set his sights on Barnett. Tracey Barnett dropped Coleman to fourth as Neese motored past Stacey Barnett for the lead. Once out front, Neese stretched his lead and the top four places were set. Neese took the win over Stacey and Tracey Barnett with Coleman keeping fourth over Ronnie Yarbro.

Neese and Stacey Barnett found themselves in a duel for the lead once again in moto two while Chad Leigh and Troy Logue fought for third. At the checkered flag it was Neese holding a comfortable 15-second margin over Stacey Barnett with Coleman a well earned third over Tracey Barnett and Leigh.

Wayne Guin was the winner in the first 125cc Schoolboy moto but couldn't catch Jim Neese and Shane Kennedy in moto two. Guin's 1-3 moto score wrapped up the overall ahead of Kennedy's 2-2 and Neese's 4-1 finish.

After two hard fought motos, Scott Riggs won the crown in the 125cc C class while Bryan Kendrick settled for a close second. Kendrick won the first moto by a bike length with Riggs returning the favor in moto two. Billy Reel, Lee Coomes and Wayne Guin rounded out the top five overall.

Shane Kennedy ran a strong first in the 250cc C class, taking the win over Brad Mills and Richard Lewis. Moto two and the overall went to Mills but the battle for second went to the wire. Lewis and Kennedy diced on the final lap with Lewis holding second by inches over Kennedy.

Kevin Walker added to his growing string of victories with a 1-1 knockout in the 125cc B class over William Mutimer and Bobby Stovall.

Stovall passed Bobby Houser for the win in both 250cc B class motos while Brad Proctor shadowed the leaders for third over Alan Lavore.

The Open B class was a Honda affair as Tim Huffman, Bill Finch and David Sawyer powered around the well-prepped course in a battle for the lead. Finch passed his arch rival and riding buddy Huffman for the first moto win while Sawyer was third.

Huffman had his hands full in moto two as Finch and Sawyer stayed on Huffman's rear fender until Finch crashed and Huffman cruised to the win. Finch caught Sawyer for second with James Goin and Ricky Gardner making the top five.

Bad luck was the order for the Senior class as Kevin Williams crashed in the first moto and Jeff Carter breezed to the win over George Chason.

Carter was the crasher in the second moto as Williams won, collecting the overall with a 3-1 score over Carter's 1-4 and Chason's 2-3.

Taylor used the power of his big bore Yamaha to nail the holeshot in the first 250cc A and Open A combined moto with Tim Barnes in chase. Vann Gibson nudged Mike Privette for third but then stalled and dropped to sixth. Taylor took the win over Barnes and Privette with Paul Jamison and Eddy Penny filling out the top five.

Moto two saw Barnes close in and hound Taylor, but Taylor rode smart and kept the lead to the finish.

Results

PEE WEE: 1. Richard Horton (Kaw); 2. Chuck Shirley (Kaw); 3. Danny Rich (Kaw).
JR MINI: 1. Patrick Greer (Kaw); 2. Richard Horton (Kaw); 3. Danny Rich (kaw).
SR MINI: 1. Jim Neese (Yam); 2. Stacey Barnett (Kaw); 3. Rusty Coleman (Yam).
125 SCHBY: 1. Wayne Guin (Kaw); 2. Shane Kennedy (Yam); 3. Jim Neese (Yam).
125 C: 1. Scott Riggs (Yam); 2. Bryan Kendrick (Hon); 3. Billy Reel (Kaw).
250 C: 1. Brad Mills (Hon); 2. Shane Kennedy (Yam); 3. Richard Lewis (Kaw).
125 B: 1. Kevin Walker (Yam); 2. William Mutimer (Yam); 3. Bobby Stovall (Kaw).
250 B: 1. Bobby Stovall (Kaw); 2. Bobby Houser (Hon); 3. Brad Proctor (Yam).
OPEN AM: 1. Tim Huffman (Hon); 2. Bill Finch (Hon); 3. David Sawyer (Hon).
SR: 1. Kevin Williams (Hon); 2. Jeff Carter (Kaw); 3. George Chason (Yam).
125 A: 1. Robbie Taylor (Yam); 2. David McGuyrt (Yam); 3. Paul Jamison (Kaw).
250 A/OPEN A: 1. Robbie Taylor (Yam); 2. Timmy Barnes (Yam); 3. Paul Jamison (Kaw).

Szarck masters a slick Summit Point RR

By Michael D. Green

SUMMIT POINT, WV, APR. 11-12 In his second season of road racing and his first event as an Expert, Glenn Szarck mastered the changing track conditions at the WERA season opener at Summit Point, West Virginia.

"It is a slippery track, but I like it, Szarck said. "It reminds me of riding on the streets around my house in Baltimore. I really like sliding into turns — it tends to psych out the competition!"

The competition assumed that Szarck's aggressive riding style would end in a crash, but he proved them wrong and ended the weekend with four wins and a second place aboard his Maryland Yamaha FZ750s.

Szarck's only defeat came in his first race of the day, the B Superbike event. He was leading Jeff Atwell and Tony Rauseo as the pack entered the fast right hand kink of turn four on lap one. Trying a little too hard, Szarck ran wide into the dirt and relied on his motocross experience to stay upright. Atwell slipped by and used the superior horsepower of his GSXR Superbike to hold onto the lead to the checkered flag.

Rain was falling steadily and Atwell loaded his slick equipped machine into his van with a view to heading home. A controversial decision was made to postpone the Formula One event to the end of the day and Atwell and others decided to wait and see if the track would dry out. Meanwhile, the A Superbike event was run in heavy rain. Szarck brought out his production FZ750 and slid his way to an unchallenged first place and was also an easy winner of the A and B Production events. As the track dried the stage was set for a showdown with Atwell in the Formula One event.

The drama began in the pre-grid area as Atwell's tuner spotted an oil leak on Szarck's bike. ". . . the officials suggested I use my stock bike," Szarck commented afterwards. "I didn't think I could win with that

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PHOTO BY KATHY HERNDON

Don McMamee pilots his Husky up a hill at the California Racing Club's enduro in Lucerne Valley. Rick Daniel took the overall win.

against the modified bikes. Plus they stuck me on the back of the grid since I'd switched bikes. I outbraked everyone except Atwell going into turn one and stayed right on him. I slipped by him on the exit from the carousel in lap two and expected him to pass me. He had motor on me, but I think he was spinning more than I was which was to my advantage." Szarck held onto his lead and finished the race four seconds ahead of Atwell.

Some of the closest racing of the day took place in the smaller classes as old battles were renewed for RZ350 riders. In the D Superbike event, John Lowman got the holeshot on his Yamaha RZ and stayed in front. "I ran my own race," he said. "Everybody was sliding but my slicks were sliding predictably and I felt comfortable with it."

The excitement was in second place. Cliff Bigoney was an early contender, but missed a gear exiting turn one and David Murray and Bootie Ballard slipped by, finishing in that order.

The next event, Formula Two, saw a three-way battle between John Lowman, Mark Long and Cliff Bigoney, all Yamaha mounted. Lowman and Long traded the lead several times as Bigoney dropped slightly off the pace. Entering the final turn of the last lap Long drafted Lowman and the pair powered down the straight in a drag race to the flag. They crossed the line side-by-side with neither rider knowing who had won. Long was credited with the win on his Link Cycle Yamaha.

Results

CLBMN EX: 1. Larry Burkholder (Yam); 2. Forrest Kearns (Yam); 3. David Paller (Yam).
CLBMN NOV: 1. Rich Oldakowsi (Yam); 2. Jeff Leinbach (Yam); 3. Nick Nichols (Yam).
VINT 1 EX: 1. Brad Morrison (Duc).
VINT 1 NOV: 1. Ray Sheldon (Bul).
VINT 2 EX: 1. Jake Coye (Duc).
VINT 2 NOV: 1. Ray Sheldon (BSA).
VINT 3 EX: 1. Jesse Morris (Tri); 2. Brad Morrison (Duc); 3. Mike Breed (Nor).
VINT 3 NOV: 1. Ray Sheldon (BSA).
VINT 4 EX: 1. Devin Battley (BMW); 2. Jesse Morris (Tri); 3. Jake Coye (Duc).
VINT 4 NOV: 1. Ray Sheldon (BSA); 2. Karl Myers (BMW); 3. David Maxton (Lav).
A PROD EX: 1. Glenn Szarck (Yam); 2. Jeff Dean ((Suz); 3. Tommy Warick (Suz).
A PROD NOV: 1. Randy Hess (Yam); 2. Kevin Kozak (Yam); 3. Richard Bothe (Suz).
B PROD EX: 1. Glenn Szarck (Yam); 2. Jeff Dean (Suz); 3. Mike Watko (Suz).
B PROD NOV: 1. Randy Hess (Yam); 2. Tom Cason (Suz); 3. Chuck Elstner (Hon).
C PROD EX: 1. Chris Martone (Hon); 2. David Murray (Hon); 3. Bob Von Nessen (Yam).
C PROD NOV: 1. Duane Frances (Hon); 2. Fabian Cortez (Yam); 3. Jeff Gruzin (Yam).
D PROD EX: 1. Tom Welsh (Yam); 2. Cassandra Gooding (Yam); 3. Fred Kalinowki (Yam).
D PROD NOV: 1. Don willmot (Yam); 2. Craig Shambough (Kaw); 3. Geoffrey Smith (Yam).
A S/BK EX: 1. Glenn Szarck (Yam); 2. Mike Watko (Suz); 3. Len Harstine.
B S/BK EX: 1. Jeff Atwell (Suz); 2. Glenn Szarck (Yam); 3. Tony Rauseo (Hon).
B S/BK NOV: 1. William Harper (Suz); 2. Randy Hess (Yam); 3. Kevin Kozak (Yam).
C S/BK EX: 1. Chris Bloch (Hon); 2. David Murray (Honn); 3. Bob Von Nessen (Yam).
D S/BK EX: 1. John Lowman (Yam); 2. David Murray (Yam); 3. Bottie Ballard (Yam).
D S/BK NOV: 1. Craig Kemp (Yam); 2. Scott Throckmorton (Yam); 3. Don Wilmot (Yam).
F-1 EX: 1. Glenn Szarck (Yam); 2. Jeff Atwell (Suz); 3. Bruc Nield (Hon).
F-2 EX: 1. Mark Long (Yam); 2. John Lowman (Yam); 3. Cliff Bigoney (Yam).
F-2 NOV: 1. Jeff Leinbach (Yam); 2. Nick Nichols (Yam); 3. Ron Gelwicks (Yam).
F-3 EX: 1. Joseph Halleck (Hon); 2. Frank Beck (Hon).
F-3 NOV: 1. Eugene Disarro (MBA).

Daniel dominates CRC enduro

By Bill Herndon

LUCERNE, CA, APR. 12

Yamaha YZ490-mounted, Granada Yamaha-sponsored Rick Daniel narrowly defeated Honda rider Tom Webb to capture the overall victory at the 15th Anniversary California Racing Club Enduro, Sunday. Daniel piloted his big-bore mount to a 4.291 score, while Webb and Kurt Butler tied at 5.291 points apiece. Webb wound up taking the Vet 250cc AA class win with Butler capturing the 250cc AA class victory.

The CRC/District 38-combined event drew almost 500 riders to the two-loop enduro, and after riding in the National enduro in Northern California the day before, Daniel post entered the enduro and ended up with a late, 131 number. But that didn't seem to effect Daniel in any way, despite dusty conditions. The only hassle Daniel had throughout the enduro was at check eight in which he burned. But the check was later thrown out when it was discovered that wind may have blown the arrows or caused them to face the wrong direction.

Kawasaki KX125 rider Donnie Simone, who usually is in contention for the overall at CRC enduros had his odometer go haywire for the second enduro in a row. Simone eventually dropped out of the event.

In the one loop family portion of the enduro, Brian Knapp motored his Yamaha IT200 to the overall victory with a 5.311. Ryan Stenberg won the Mini A class on his Yamaha YZ80 at 5.347, while Allen Nunally took first Mini C (7.304).

Results

OVERALL: 1. Rick Daniel (Yam); 2. (Tie) Tom Webb (Hon)/Kurt Butler (Hon); 4. Mike Smith (Yam); 5. Jerry Russell (Yam); 6. Randy Pretzer (Yam); 7. Steve Hutchens (Hon); 8. Tim Crowder (Yam); 9. Dan Worley (Hus); 10. Phil Williams (Hon); 11. Jordon Chaney (Hus); 12. Tracy McClelland (Yam); 13. Steve Bebeck (Hon); 14. Rob Peters (Yam); 15. John Uhern (KTM); 16. Dave Sweeney (Hus); 17. Jack Simmerman (Yam); 18. (Tie) Greg Kennedy (Hon)/Mark Glasmeier (C-A); 20. Harry Kisast (C-A).

FIRST LOOP OVERALL: 1. Brian Knapp (Yam); 2. Brian Dalger (Hon); 3. Ryan Stenberg (Yam); 4. Allen Hunally (Yam); 5. Dennis Kelsey (Hon).

Pfetzing tops Inland Spdwy

By Scott Daloisio

SAN BERNARDINO, CA, APR. 15

When Robert Pfetzing is making the starts at a speedway race he is almost unbeatable. At John LaDouceur's Inland Motorcycle Speedway, he was making the starts and they powered him all the way to the win in the Cycle Rider, Inc. Scratch main event.

After winning his heat race, Pfetzing was placed in a heavy duty semi that also featured "Showtime" Bobby Ott, Mike Faria and the defending National Champion Bobby Schwartz. Schwartz had reeled off five wins in the first five weekly events in southern California and he would be tough to beat, but Pfetzing and Faria held him back and earned positions in the main.

Pfetzing, aboard the One Grand/Valvoline/KNAC/O'Neal USA/Lifes a Beach/Surf Gear Weslake, came off the pole in the main and got another launch on the start. The battle would be for second. John Sandona, riding his seldom used GM, and Faria had a good fight for the second place spot.

Sandona was riding the low side of the track while Faria tried to make the outside hook up. That battle lasted until lap three when Sandona opened up a small margin. Pfetzing had it in the bag and he collected his first win of 1987 by about six lengths over Sandona, Faria and Steve Lucero.

The Handicap main turned out to be a barn burner and the rider who won only led the last three feet. Jeff Johnson, Billy Hamill and Jimmie O'Dell all came off the 20-yard line at the start of the eight-lap grind. Johnson was the leader as the tapes flew up over O'Dell and Hamill. Hamill got by O'Dell at the end of lap one for the second spot and then held on as O'Dell tried to come back past one circuit later.

Louis Kossuth shot by O'Dell at the end of the second lap for third while Shawn McConnell and O'Dell had worked their way through the pack. At the front of the pack, Hamill was attacking Johnson with everything he had. First he tried to get past on the outside and when that didn't work he swung low. But Johnson again held him back to cling to the point position.

While Hamill was pressuring Johnson he also had to fend off the determined bids of Kossuth. It looked as though the win was going to be taken by Johnson, but coming off the final turn young Hamill (J&J Repair/Sunrise Oil & Lube/FOM Racing/Monrovia Diesel/Scott Gog-

PHOTO BY SCOTT DALOISIO

Scott Correy styled to the Support class main event win at IMS.

gles Weslake) got inside of him and as they crossed the line Hamill's front tire was ahead by a matter of inches. Johnson had no complaints when Hamill was announced the victor.

Scott Correy (NWVC Godden) proved that he doesn't belong in the Support class by winning the main event from the zero-yard line over Mark Ledbetter and Greg Hancock.

Results

SCRATCH: 1. Rob Pfetzing (Wes); 2. John Sandona (GM); 3. Mike Faria.

HDCP: 1. Billy Hamill (Wes); 2. Jeff Johnson (Wes); 3. Louis Kossuth (Jaw).

SUP: 1. Scott Correy (Gdn); 2. Mark Ledbetter (Jaw); 3. Greg Hancock (Wes).

Smith snags Midway Motocross win

By Susan Willian

MITCHELL, IN, APR. 5

Doug Smith and Aaron Hough battled for the win in the 250cc A class at Midway MX. Smith prevailed in the end, as he took both moto victories and the overall.

Hough grabbed the early lead in the first moto as Smith played catch-up. Midway through the moto, Smith got around Hough and took over the top spot. Smith was able to stretch out his lead to several bike lengths by the end of the moto and scored the win.

Hough had the holeshot in moto two followed closely by Smith. This time Smith wasted no time forcing his way past Hough and held the lead all the way to the checkered flag. Hough crashed, but was able to hold on for second.

In the 125cc B class Keith Brown hit the first turn ahead of the pack in moto one, followed by Rodney Carrier. Brown and Carrier raced side-by-side at times throughout the moto, but Brown held the lead to the checkers.

Carrier charged into the lead in moto two and Brown tried to reel him in for most of the moto. Despite several charges by Brown, Carrier managed to maintain the lead and took the victory. Carrier's 2-1 tally netted him the class victory.

Brett Melton won the first moto in the Senior Mini class, despite having a flat tire. James Hough crossed the line second. The second moto saw Melton lead the whole way followed again by Hough.

Results

250 A: 1. Doug Smith (Suz); 2. Aaron Hough (Hon); 3. Jack Cooper (Suz).

OPEN: 1. Mike Smith (Hon); 2. Richard Vanpelt (Hon); 3. Tony Whelan (Kaw).

JR MINI: 1. Scoggins Berg (Kaw); 2. Kerie Fleenor (Kaw); 3. Brian Black (Kaw).

P/W: 1. Kerie Fleenor (Kaw); 2. Brian Wolff (Kaw); 3. Joshua Alexander (Kaw); 4. Joshua Hatfield (Kaw); 5. Chris Paugh (Kaw).

125 A: 1. Derrick Roe (Kaw); 2. Mark Smith (Hon);

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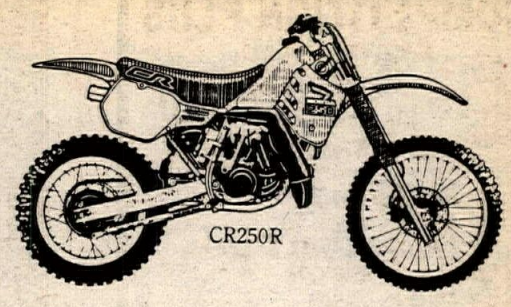

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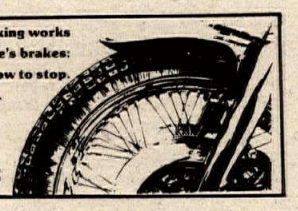

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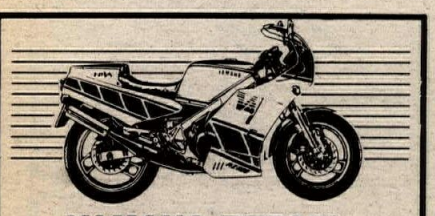
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PHOTO BY DAVEY COOMBS

An unidentified rider hunts for traction at the muddy season opener at Steel City USA. Mike McDonald sloshed his way to two class wins.

3. Aaron Hough (Hon); 4. Jack Cooper (Hon).
125 B: 1. Rodney Carrier (Suz); 2. Keith Brown (Yam); 3. Brian Walker (Hon); 4. Jade Harris (Yam); 5. Steve Blain (Hon).
SR MINI: 1. Brett Melton (Hon); 2. James Hough (Kaw); 3. Jason Baxter (Kaw); 4. Jason Hatfield (Kaw); 5. Rickey Denny (Kaw).
250 B: 1. Danny Pridemore (Hon); 2. Matt Harris (Hon); 3. Wayne Caswell (Yam); 4. Marvin Sipes (Kaw); 5. Steve Blain (Suz).
SR: 1. Danny Pridemore (Hon); 2. John Gillespie (Hon); 3. Alex Boze (Yam); 4. Bill Sullivan (Hon); 5. Dan Winnings (Yam).
AUTO: 1. Joshua Hatfield (Yam); 2. Dustin Allman (Yam); 3. Eric Allman (Yam); 4. Jeremy Stone (Yam); 5. Jason Thomas (Yam).

McDonald sweeps Steel City MX

By Davey Coombs

DELMONT, PA, APR. 12

Mike McDonald piloted his Suzukis to a four moto sweep in the 85cc 14-15 and 125cc Schoolboy classes at the rain-soaked 1987 opener of Steel City USA Raceway. The Gibsonia Cycle-backed 15-year-old gathered the only double class score of the day, though he was joined by Bobby Grega (Open A), Dave Santi (250 A), and Davey Coombs (125 A) in sweeping Expert class wins.

The Pittsburgh area facility, site of the August 16 U.S. 125cc Grand Prix, was the victim of a steady rainfall that kept the course saturated throughout the day. Traction was minimal for everyone while tear offs were at a premium.

McDonald took his first win during the morning session (Steel City employs a split program that includes racing the Minis and Novices in the morning while holding off Expert and B class practice until the early afternoon). Gating first in moto one of the 85cc class, McDonald fought off a race-long assault by Yamaha rider John Bogovich and Samuel Williams to card the win.

When the riders went to the line for the second moto Bogovich was a no-show as Kawasaki rider Rodger Molnar and Dewey Hauser picked up the slack. McDonald was still unstoppable in the storm and he carded the second moto win with a start-to-finish effort. Hauser came through in second for the runner-up spot in the overall tally with Williams third.

The Senior class was the most hotly contested division of the day as part-time professional motocrosser John McConnell went up against Dave Coombs, of Blackwater 100 fame. The muddy track proved to be in Coombs' favor in moto one as he reeled in the fast-starting McConnell late in the race to nab the win. In the second go-around McConnell held the lead from start-to-finish to take the first place plastic from Coombs. Kawasaki-mounted Tom Portman and ranking AMA District 5 official Keith Biddle went 3-4.

The 60-plus riders that appeared for the 125cc C class were split into two separate groups, allowing Tony Waugamun and Danny Garver to each take home first place prizes. Waugamun (1-1) was followed by Mike Reesman and Ralph Freedman while Garver (4-1) bested John Rhine and Dave Danko. The 250cc C class saw John Weightman go 2-1 to best the 1-2 tally of David Morris while West Virginia's Mark Hamilton scored a victory in the Open C class with a 1-1 finish ahead of Butch Hitt and George Welchey.

In the afternoon's Expert classes, Grega and Santi dominated their respective classes, each leading every lap of both motos. Behind Grega's super-fast Kawasaki came Jim Young and Senior Tom Portman. Santi, who has shown both wet and dry weather promise this spring on his Yamaha YZ 250 topped veteran Expert Davey Grimes and defending District 5 champ David Bachman. Coombs' 125cc A win was a bit more difficult as expert up-and-comers Shane Slother, Randy Miller, and Craig Brooks, all Honda-mounted, gave the winner all he wanted. Miller ended up second overall with Brooks third.

Mike Sigmund and Norm Bish each got a chance to beat up on B classes as Sigmund went 1-1 in the Open ranks while Bish swept the 250s. Dave Papi and Greg Payne were the respective runner-ups. In the 125cc B division Kawasaki-mounted Jody Shearer and Brian Patterson each took turns at the head of the class, but in the end Shearer's 2-1 meant the win. Rounding out the top five were Tony Corter, Richard Hopkins, and Chris Lykens, all Kawasaki-mounted.

Results

125 A: 1. Davey Coombs (Hon); 2. Randy Miller (Hon); 3. Craig Brooks (Hon).
250 A: 1. David Santi (Yam); 2. Jim Young (Hon); 3. Thomas Portman (Kaw).
125 B: 1. Jody Shearer (kaw); 2. Brian Patterson (Hon); 3. Tony Cortez (Kaw).
250 B: 1. Norman Bish (Hon); 2. Gregory Payne (Hon); 3. Lance Kerr (Kaw).
OPEN B: 1. Michael Sigmund (Hon); 2. David Papi (Kaw); 3. Dan Watson (Hon).
125 C G-1: 1. Tony Waugaman (Kaw); 2. Michael Reesman (Yam); 3. Ralph Freedman (Kaw).
125 C G-2: 1. Danny Garver (Hon); 2. John Rhine (Hon); 3. David Danko (Kaw).
250 C: 1. John Weightman (Hon); 2. David Norris (Yam); 3. Floyd Cowger (Hon).
OPEN C: 1. Mark Hamilton (Hon); 2. Butch Hitt (Hon); 3. George Weichey (Hon).
SR: 1. John McConnel (Yam); 2. Dave Coombs (Hon); 3. Thomas Portman (Kaw).
SCHBY: 1. Michael McDonald (Suz); 2. Rodger Molnar (Kaw); 3. John Altieri (Kaw).
S/MINI: 1. Gregory Kreinbrook (Hon); 2. David Yezek (Kaw); 3. Ray McDoald (Suz).
85 14-15: 1. Michael McDonald (Suz); 2. Dewey Hauser (Suz); 3. Samuele Willliams (Hon).
85 12-13: 1. Eric Arlet (Hon); 2. David Yezek (Kaw); 3. James Deklavon (Hon).
85 7-11: 1. Jeff Decker (Suz); 2. Jason Cancila (Suz).
65: 1. Steve Loveday (Kaw); 2. Frank Bitner (Kaw); 3. Robert Sanner (Kaw).
P/W: 1. John Baker (Yam); 2. Kurtis Fryer (Yam); 3. Chad Holderbaum (Yam).

Newell nails Berthoud MX

By Larry Johnson

BERTHOUD, CO, APR. 5

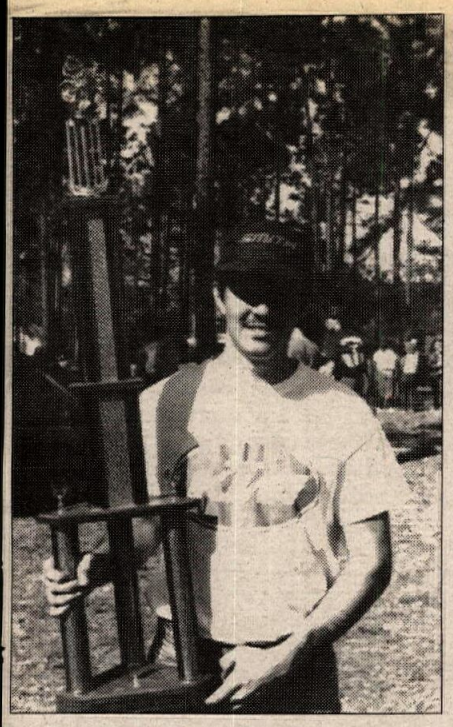
Andy Atkins topped the 80cc Expert division at Prairie Hills Promotions MX with the Open Pros and 80cc Experts going for double points under a new format by the SRAC this season. Dave Newell took full advantage of the opportunity by capturing the Open Pro class with a perfect 1-1 tally.

Newell led each moto from start-to-finish, and never received much threat from either primary challenger, Arlo Englund or Jim Thompson.

Vickery Motorsport-backed Atkins retaliated for two earlier losses to teammate Scott Fulcher in the 80cc Expert class. Fulcher took the hole-shot in moto one ahead of Atkins, then Atkins bailed three turns later. Jeremy Middaugh started pressing Fulcher, but crashed in the same spot as Atkins did. This gave Fulcher a good-sized lead, which he held for two laps.

Atkins was driving hard and caught up to Fulcher, then out-braked him in a right-hander and took the lead. Fulcher regained the lead on the next lap, but Atkins took it back for good down in the same area of the track. Fulcher spun out a few turns later, and barely held back George Peasley for the remainder of the moto.

Atkins looked to have everything wrapped up in round two when Fulcher's chain broke early in lap one. But Atkins crashed right after the white flag, allowing Middaugh to close the three-second gap. The twosome traded the lead during the lap, with Middaugh making an



Alan Gravitt claimed the overall victory at the the Tree Farm HS.

excellent move in the last turn for what appeared to be the victory. Middaugh crossed the finish line, hands in the air, only to get another white flag. Atkins sped past, and Middaugh, in shock, crashed and dropped to an eventual third behind Peasley.

Stacey Cook continued his perfection in the 250 and 125cc Pro classes. Cook won the first 125cc moto ahead of Tim Buchli. Then in round two, his younger brother, Randy grabbed the holeshot and a good lead. Stacey eventually caught his brother and became his escort. The brothers traded the lead, but Randy eventually scored the win.

Results

60 NOV: 1. Kurt Bratberg (Kaw); 2. Lane Swink (Kaw); 3. Joey Kendall (Kaw).
80 NOV: 1. Tobey Hammond (Hon); 2. J.P. Thibodeau (Kaw); 3. Craig Jurgens (Kaw).
80 NOV: 1. Alex Neir (Kaw); 2. Kevin Wolfe (Yam); 3. Trevar Starr (Hon).
80 AM: 1. Eric Ricke (Kaw).
80 EX: 1. Andy Atkins (Yam); 2. George Peasley (Suz); 3. Jeremy Middaugh (kaw).
125 NOV: 1. Tim Stroh (Hon); 2. Josh Kellogg (Hon); 3. Mike Magee (Kaw).

Gravitt all the way in Tree Farm HS

BILLINGSLEY, AL, APR. 5
KTM-mounted Allen Gravitt led all eight laps of the 50-mile SE&TRA Tree Farm Hare Scrambles to garner the overall win. With Gravitt, one of five AA class riders on hand for the race, taking the overall win, the division win went to Bryan Adams who took over second behind Gravitt when David Crane dropped out of the race.

Tommy Cousins, the only finisher in the 200cc A class, led his division from start to finish.

Glen Hollingshead led the 250cc A class entrants for the first six laps, but Mike Monroe took over the class lead on the seventh lap and went on to win. Hollingshead finished second with Keith Shelton grabbing third in class.

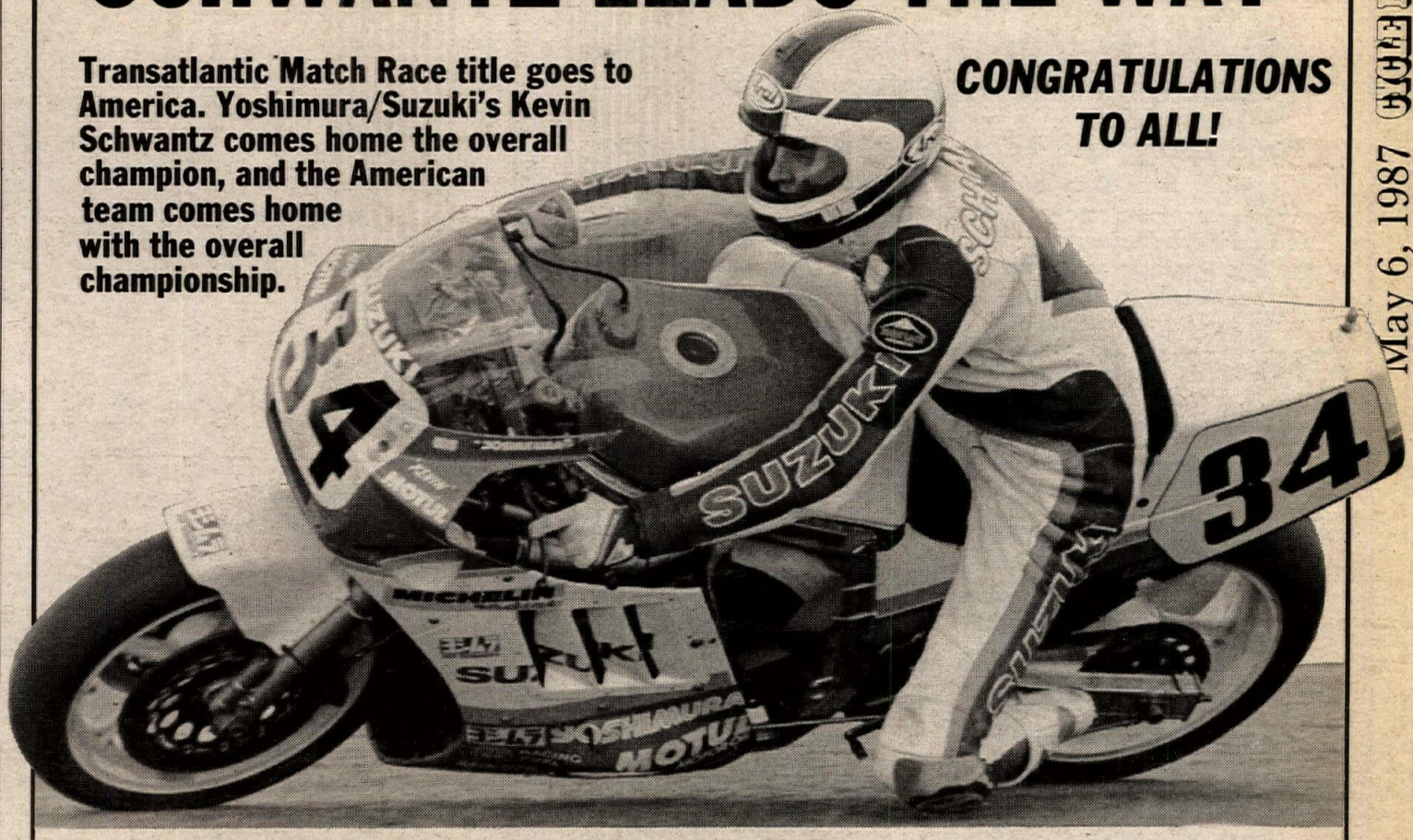
Results

O/A: 1. Allen Gravitt (KTM).
AA: 1. Bryan Adams (Yam); 2. Bob Shillinger (KTM). 3. David Crain (Hus); 4. Mitch McRee (HHus).
200 A: 1. Tommy Cousins (Cag); 2. Sttacy Hughey (Suz).
250 A: 1. Mike Monroe (Hon"); 2. Glenn Hollingshead (KTM); 3. Keith Shelton; 4. Buddy Batten; 5. Woody Bramlett.
OPEN: 1. Rob Roberts (Hus).
SR A: 1. Frank Ames Jr.; 2. Nolan Deal; 3. C.B. Hunter.
200 B: 1. Ricky Dennis; 2. Scott Leigh; 3. Matt Ragsdale; 4. Steve Stein; 5. Michael Caver.
250 B: 1. Steve Mosley (KTM); 2. Tim Burden; 3. Roger Read; 4. Kent Thrash; 5. John L. Cox.
OPEN B: 1. Frank Young; 2. Andy Graben; 3. Joey Parker; 4. Ed Culver; 5. Greg Griswald.
PP: 1. Randy Tomlinson (Hus); 2. James Everhart; 3. Tom Osborne; 4. Richard Burdette III; 5. Gary Evans.

SCHWANTZ LEADS THE WAY

Transatlantic Match Race title goes to America. Yoshimura/Suzuki's Kevin Schwantz comes home the overall champion, and the American team comes home with the overall championship.

CONGRATULATIONS TO ALL!



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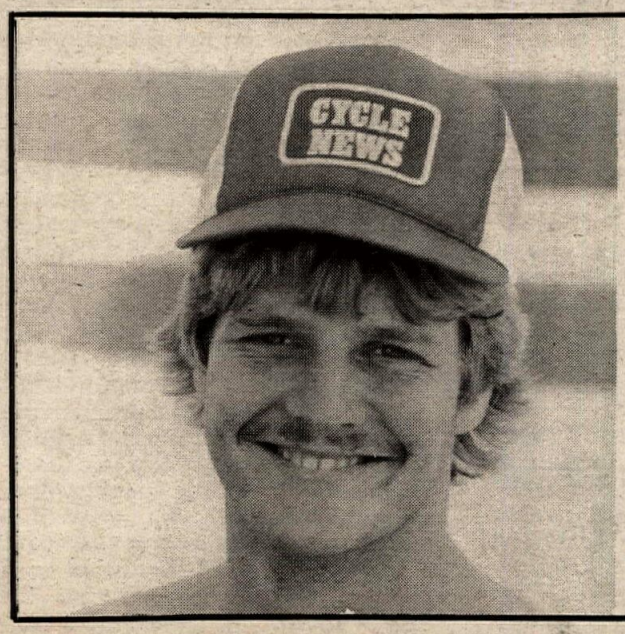

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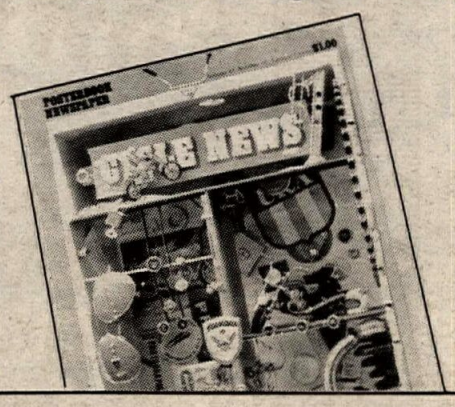

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PHOTO BY GARY CRIDER

The various class winners from the Southeastern MX Association's 4th Annual Carolina Winter Series display their trophies at Montrose MX.

125 AM: 1. Robert Revoir (Kaw); 2. Tracy Guy (kaw); 3. Marc Metzger (Kaw).
125 PRO: 1. Stacey Cook (Hon); 2. Tim Buchli (Yam); 3. Randy Cook (Hon).
250 NOV: 1. Charlie Wolf (Yam); 2. Willie Watson (Kaw); 3. Jeff Moore (Hon).
250 AM: 1. Dave Stermer (Suz); 2. Mitch Eckhardt (Hon); 3. Bruce Cornell (Suz).
250 PRO: 1. Stacey Cook (Hon); 2. Corey Cope (Hon); 3. Arlo Englund (Yam).
OPEN NOV: 1. Shane Knott (Hon); 2. Mike Stanfill (Kaw); 3. Don Swets (Hon).
OPEN AM: 1. Derek Weingard (Kaw); 2. Mark Snow (Kaw).
OPEN PRO: 1. Dave Newell (kaw); 2. Arlo Englund (Yam); 3. Jim Thompson (Hon).
VET NOV: 1. Tom Wertz (Yam); 2. Dale Klingensmith (Kaw); 3. Roy Gilman (Suz).
VET AM: 1. R. Scottnix (Mai); 2. Bobby Hancock (Kaw); 3. Don Eckhardt (Suz).
VET EX: 1. Shawn Smith (Hon); 2. Bruce Sass (Yam); 3. Dave Wollaston (KTM).
SR NOV: 1. Dan Merriman (Hon).
SR AM: 1. Jim Yehl (KTM); 2. David Snell (Suz); 3. Jim Reimer (Kaw).
SR EX: 1. Dave Wollaston (KTM); 2. Ed Perriton (Hon); 3. Byron Wolf (Hon).
WMN: 1. Mary Johnson (yam); 2. Tracy Frydendall (Yam).

Lough, Bradshaw mangle Montrose MX

By Gary Crider

FAYETTEVILLE, NC, MAR. 15 The final round of the Southeastern MX Association's 4th Annual Carolina Winter Series at Montrose MX saw Virginia's Chad Lough top the Senior and Super Mini divisions while Damon Bradshaw styled his way to runaway wins in the 125 and 250cc Amateur classes. Chuck Shirley claimed double series crowns in 65cc and Junior Mini competition. Bobby Houser was the only other double-title winner, taking the honors in the 125 and 250cc Amateur divisions.

Suzuki pilot Lough stayed ahead of the pack to win both motos in Senior Mini racing while Yamaha riders Carl Fogle, Rusty Coleman and series winner Jim Neese waged war for runner-up honors. Fogle's eventual 4-2 score bested Coleman's 3-4. Neese had to settle for fourth overall with his 2-5 tally after running into trouble in moto two.

The same top four Senior Mini riders returned to do battle in the Super Mini division. Series winner Lough came out on top via his 1-2 tally. Fogle DNF the opening moto but came back to win the second. Neese was runner-up over Coleman.

Bradshaw wowed the crowd with stylish jumps en route to a pair of easy wins in 125cc Amateur action while Kevin Walker dropped series winner Houser to third in both motos.

Yamaha's Bradshaw has added a 250cc mount to his stable and seemed at ease on the larger bike as he romped to a pair of runaway wins over Houser. Canada's Carl Samson captured third overall aboard his O'Neal-backed Honda and said, "We made the drive down just to get in some practice before the season starts at home." Samson's teammate Harold Vezina finished fourth overall in the 125-500cc Pro class.

Tim Terry and Brian McNeill have matched wheels repeatedly in the 125-500cc Pro class throughout the series. Today was no exception as McNeill managed to erase Terry's holeshot advantage in both motos to win with a perfect score over Terry. Terry claimed the series championship, however, by a slim nine-point margin over McNeill. Timmy Barnes finished third for the day and third in the series.

Results

65 MINI: 1. Zach Bradshaw (Kaw); 2. Chuck Shirley (Kaw); 3. Danny Rich (Kaw).
JR MINI: 1. Chuck Shirley (Kaw); 2. Danny Rich (Kaw); 3. Brent Lough (Yam).
SR MINI: 1. Chad Lough (Suz); 2. Jim Neese (Yam); 3. Rusty Coleman (Yam).
125-500 NOV: 1. David Sawyer (Hon); 2. Michael Hix (Hon); 3. Todd Marshall (Hon).
125 AM: 1. Damon Bradshaw (Yam)); 2. Kevin Walker (Yam); 3. Bobby Houser (Hon).
250 AM: 1. Damon Bradshaw (Yam); 2. Bobby Houser (Hon); 3. Carl Samson (Hon).
OPEN AM: 1. Lee Bryant (Hon); 2. Tim Huffman (Hon); 3. Shannon Hawkins (Hon).
SR (30+): 1. Kevin Williams (Hon); 2. Darrell Bell (Hon); 3. Vicki Reynolds (Yam).
125-500 PRO: 1. Brian McNeill (Yam); 2. Tim Terry (Hon); 3. Timmy Barnes (Yam).
SERIES OVERALL
65 MINI: 1. Danny Rich (266 pts); 2. Brent Lough (193); 3. Jeff Donaldson (176); 4. Chuck Shirley (141); 5. Zach Bradshaw (97).
JR MINI: 1. Danny Rich (188); 2. Chuck Shirley (145); 3. Jason Baldwin (131); 4. Lee Gator Todd (123); 5. Kevin Addair (120).
SR MINI: 1. Jim Neese (257); 2. Rusty Coleman (211); 3. Chad Lough (186); 4. Vincent Brown (147); 5. David Carr (138).
S/MINI: 1. Chad Lough (258); 2. Jim Neese (248); 3. Rusty Coleman (217); 4. Hank Moree (100); 5. Wayne Guinn (73).
125-500 NOV: 1. Michael Hix (232); 2. Richard Thompson (217); 3. Todd Marshall (186); 4. David Sawyer (164); 5. A.K. Ferrell (156).
125 AM: 1. Bobby Houser (230); 2. Lonnie Taylor (190); 3. Brad Proctor (148); 4. Craig JOhnson (129)); 5. Tim Langdon (117).
250 AM: 1. Bobby Houser (279); 2. Eric Rogers (249); 3. Brad Proctor (204); 4. Jimmy Johnson (191); 5. Billy Howell (160).
OPEN AM: 1. Tim Huffman (288); 2. Lee Bryant (252); 3. Darrell Bell (222); 4. Shannon Hawkins (200); 5. Wayne Boyd (176).
SR (30+): 1. Darrell Bell (258); 2. Vicki Reynolds (214); 3. Doug Hightower (165); 4. Kevin Williams (144); 5. Ed Donaldson (111).
125-500 PRO: 1. Tim Terry (267); 2. Brian McNeill (258); 3. Timmy Barnes (198); 4. Vann Gibson (145); 5. Glenn Addair (121).

PHOTO BY PAUL CLIPPER

Jack Lafferty, Jr., winds his Husky through a "stick farm" on his way to the overall victory at the Curly Fern Enduro in New Jersey.

Lafferty nabs Curly Fern Enduro

By Paul Clipper/ Trail Rider Magazine

WARREN GROVE, NJ, MAR. 29 Jack Lafferty Jr. kept his Husqvarna 250WR's throttle open long enough to nail down the overall win at the South Jersey Enduro Rider's annual Curly Fern Enduro by one second over Yamaha rider Kevin Bennett. They both dropped 13 points, and Scrub Pine winner Bruce Dengler failed to make it a three-way tie by one point, dropping 14 for second in the AA class on his Honda. ISDE hopeful Marty Baldwin rode another Honda to match Dengler's 14, and that was good enough for the A class win.

Mike Kopie, the High Point B rider at the season-opening Scrub Pine Enduro, led the 345 Curly Fern entrants into the woods — he started on minute "one" — and that's the last anyone saw of him until the gas stops! Kopie took the B overall at the Curly Fern as well, dropping 18 points on his KTM along the way — and at least two of those points were burn points! Kevin Smith rode a Husky to the High Point C, dropping 30 points.

The run started out like the perfect enduro. The riders cruised down the road to a reset at 3.4, and then hit the first check just four-tenths later. Most of the more excited riders were "burned" here, and the check appeared to be a check-in, but the tight section that followed was just a little warm-up before 15 miles of hare scrambles-type terrain — all firecut, sand road and dirt road that was perfect for toasting engines! New York rider Roger Kelly found out the hard way that his KTM's jetting was too lean, and came in to the first gas in the back of a truck.

It wasn't until about 15 miles out that the riders saw their first tight section — three miles long, and a perfect stick farm! There was no way to get through it gracefully unless you were one of those dozen or so riders who don't even notice trees. The good guys only dropped a point here. The guys who won zeroed it!

The second loop started out with some excellent firecut riding and more fun, smooth trail, but it was obvious the pace was increasing. Before long, the good old tight Jersey trails closed in, and the last 20 miles were a definite grind — a real workout for the top riders, and an absolute nightmare for the Bs and Cs. The tight trails seemed endless, the sand just got deeper, and the later numbers found whoop-de-doos that felt chest-deep in spots. If you didn't have some sort of knuckle protection on your bike you were hurting big time, and it never let up until the second gas on Savoy Road.

But at Savoy Road it not only let up, it just about stopped. After a 30-minute layover the course crossed through the woods and back out to Route 72, and then a straight shot back to the finish. It was a surprisingly anti-climactic finish to this classic enduro. •

Results

G/CHP: 1. Jack Lafferty Jr. (Hus).
H/P A: 1. Marty Baldwin (Hon).
H/P B: 1. Mike Kopie (KTM).
H/P C: 1. Kevin Smith (Hus).
TEAM: 1. Tri County Sportsmen.
AA: 1. Kevin Bennett (Yam); 2. BRuce Dengler (Hon); 3. Brian Blanchard (Hus); 4. Drew Smith (Hon); 5. Mike McHale (Hon).
A L/W: 1. Lew Charlesworth (Yam); 2. Mike Maresca (Hon); 3. James Mitchell (Hon); 4. Tom Phillips (KTM); 5. James Kessler (Kaw).
A MED/L/W: 1. Paul Spampanato (Kaw); 2. Pete Wetzel (Kaw); 3. Dave Burnett (Yam); 4. Mark Gaertner (Kaw); 5. Stan Amorin (Kaw).
A MED/W: 1. John Roeske (Kaw); 2. Mike Borelli (Suz); 3. Mike Hoover (KTM); 4. Stan Hodgson (KTM); 5. Richard Mollenkopf (Yam).
A H/W: 1. Bob Deveney; 2. Dale Freitas (Hus); 3. Ken Taylor (Hus); 4. Denny Scotten (Hus); 5. Bob Buckley (KTM).
A SR: 1. Jack Lafferty Sr. (Hus); 2. Dan Heider (Kaw); 3. Charles Stapleford (Kaw); 4. Richard Mollenkopf (Yam); 5. John Palumbo (Yam).
A 4-STRK: 1. Jay Millard (Hus); 2. Russ Hancock (Hon); 3. Kerry Clarke (Hon); 4. Rich Tompkins (Hon); 5. Wick Wickline (Hon).
B L/W: 1. Tom Napier (KTM); 2. Ken Kreis (KTM); 3. Keith Macintyre (Kaw); 4. Jack Tuso (Yam); 5. George Monarque (Hus).
B MED L/W: 1. Gerald Smith (Kaw); 2. Mike Bauer (Kaw); 3. Barry moore (Kaw); 4. Karen Drehs (Kaw); 5. Brian Hickman (Kaw).
B MED/W: 1. Mike Beeler (KTM); 2. Jeff Rosenberg (Hon); 3. Rob Farber (KTM); 4. John Morgan (KTM); 5. Rich Parker (KTM).
B H/W: 1. Joe Morgan (KTM); 2. Stan Bohenek (Hus); 3. Jaimie Theurkauf (KTM); 4. Cliff Tenney (Hus); 5. Miek Richardson (Hus).
B SR: 1. Leslie Gambrill (Yam); 2. Walt Kane (Kaw); 3. Rob Darpino (Hus); 4. Lindsay Pirie (Kaw); 5. Rocco Spano (Yam).
B 4-STRK: 1. Ted Lytle (Hon); 2. John Cushing (Hon); 3. Justin Gibbs (KTM); 4. David Copley (Hon); 5. Stan Milewski (Hon).
C L/W: 1. Chuck Stapleford (Kaw); 2. Robert Rankin (Kaw); 3. Dale Hiles (Yam); 4. Randy Miller; 5. Tom Steese (Kaw).
C MED/W: 1. Rob Aldokimovo (Kaw); 2. Shann Douthitt (Hon); 3. Rich Marcinkcwize (Hus); 4. Ron Darge (Hon); 5. Bob Kozacheson (Hus).
C H/W: 1. Bob Dudach (C-A); 2. Mark Marszalek (KTM); 3. Charles Majeski (Yam); 4. Chris O'Brien (Hon); 5. Gerald Brown (Hus).
C 4-STRK: 1. John Austin (Hon); 2. Dan King (Hon); 3. Paul Goldie (Hon); 4. Rick Wooley (Hon); 5. Lou Emmons (Suz).
S/SR: 1. Ed Baker (Hon); 2. Jay Shunk (Kaw); 3. Williams Fields (Yam); 4. Mike Little (Kaw); 5. Warren Kleis (Kaw).
WMN: 1. Deb Hickman (Kaw); 2. Nichole Scholherbeck (Suz).

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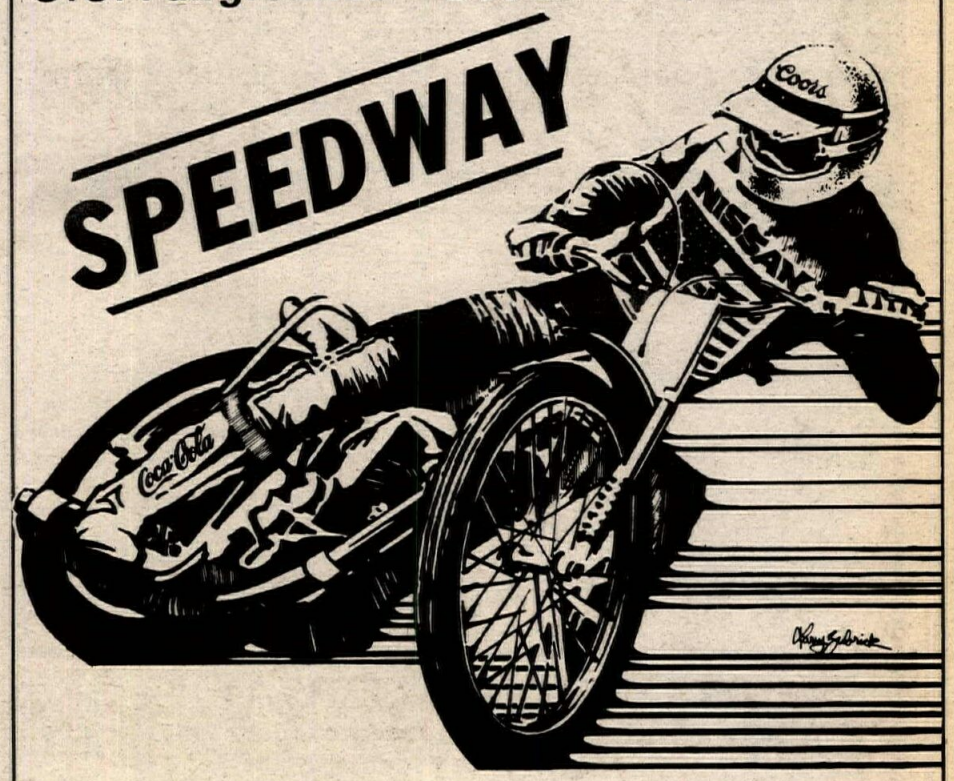

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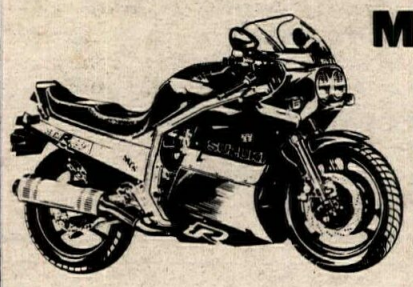

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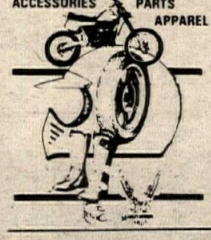

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calendar

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CHAMPIONSHIP EVENTS

AMA Grand Nat'l C'ship Road Race Series

*5/16-17	Braselton, GA
*6/6-7	Brainerd, MN
*6/2-21	Loudon, NH
*6/27-28	/Elkhart Lake, WI
7/10-12	Monterey, CA
*8/1-2	Lexington, OH
*8/8-9	Memphis, TN
*8/22-23	Portland, OR
*8/29-30	Sonoma, CA

* Camel Pro Series

AMA Grand Nat'l C'ship Dirt Track Series

*5/3	Mile/San Jose, CA
5/9	TT/Gardena, CA
5/24	Mile/Springfield, IL
*5/30	HM/Louisville, KY
6/5	TT/Hinsdale, IL
6/14	TT/Peoria, IL
6/27	HM/Lima, OH
7/5	HM/Middletown, NY
7/11	HM/Hagerstown, MD
*7/18	HM/Parkersburg, WV
*7/26	Mile/DuQuoin, IL
*8/16	TT/Peoria, IL
8/21	HM/Hamburg, NY
*9/6	Mile/Springfield, IL
*9/12	Mile/Syracuse, NY
9/20	Mile/San Jose, CA
*9/26	HM/Gardena, CA
*10/3	Mile/Sacramento, CA

*Camel Pro

AMA Nat'l C'ship Hare Scrambles Series

5/17	Bruceton Mills, WV
5/31	Belleview, ID
7/26	Burr Oak, IN
8/2	Millville, MN
8/9	Columbia, VA
8/23	Lynnville, IN
10/11	Sanford, NC

AMA Nat'l C'ship MX Series

5/17	Southwick, MA
5/24	Mt. Morris, PA
5/31	Anderson, SC
6/14	Denver, CO
6/21	San Antonio, TX
7/5	Buchanan, MI
7/12	Axton, VA
8/2	Binghamton, NY
8/9	Troy, OH
8/23	Millville, MN

AMA/Insport Supercross Series

5/2	Tempe, AZ
6/7	E. Rutherford, NJ
6/13	Foxboro, MA
7/25	Los Angeles, CA
9/19	Sacramento, CA

*Tentative

AMA ISDE Reliability Qualifier Series

5/23-24	Massachusetts
6/6-7	Michigan
6/20-21	Oregon
6/27-28	Washington

AMA RK Chain Nat'l C'ship Enduro Series

5/3	Arnold, CA
5/10	Roselawn, IN
6/14	Traverse City, MI
7/5	Logan, OH
8/16	Speedsville, NY
8/30	Goodman, MS
9/6	Winterset, IA
10/4	Oak Run, CA
11/1	Lake Isabella, CA
11/15	Chatsworth, NJ

AMA Regional Enduro C'ship Series

Eastern Region

5/3	Athens, OH
7/19	Blain, PA
7/26	Machias, NY
8/2	Middlebury Center, PA
10/25	Bear, DE

Central Region

6/28	City Point, WI
8/9	Moorestown, MI
9/27	New Waverly, TX
9/27	Burr Oak, IN
10/25	Alexandria, LA

Western Region

5/3	Arnold, CA
7/19	Del Norte, CO
12/6	Lucerne Valley, CA

AMA/CCS Road Race Series

5/2-3	Bryar Motorsports, NH
5/3	Pueblo Int'l, NM
5/9-10	Summit Point, WV
5/10	Firebird Int'l, NV
5/16-17	Bryar Motorsports, NH
5/17	Second Creek
5/22-24	Roebling Road, GA
5/25	Moroso Motorsports,FL
5/30	Firebird Int'l, NV
5/30-31	Nelson Ledges, OH
6/7	Aspen, CO
6/12-14	Blackhawk Farms, IL
6/13-14	Bryar Motorsports, NH
6/20	Firebird Int'l, NV
6/20-21	Grattan Raceway, MI
6/28	Second Creek
7/4-5	N.C. Motor Spdwy, NC
7/4-5	Bryar Motorsports, NH
7/11-12	Road America, WI
7/11-12	Nelson Ledges, OH
7/11	Firebird Int'l, NV
7/18-19	Grattan Raceway, MI
7/18-19	Summit Point, WV
7/19	Moroso Motorsports, FL
7/19	Pueblo Int'l, CO
8/1-2	Bryar Motorsports, NH
8/7-9	Memphis Motorsports, TN
8/7-9	Blackhawk Farms, IL
8/8-9	Nelsen Ledges, OH
8/8-9	Aspen, CO
8/8	Firebird Int'l, NV
8/15-16	Road Atlanta, GA
8/15-16	Bryar Motorsports, NH
8/23	Moroso Motorsports, FL
8/23	Second Creek
8/29-30	Blackhawk Farms, IL
8/29	Firebird Int'l, NV
9/4-6	Roebling Road, GA

ADRA C'ship Series

5/15-16	Phoenix,AZ
5/24	Prescott, AZ
6/28	Heber, AZ
7/26	Flagstaff, AZ
9/20	Young, AZ
11/1	Wickenburg, AZ
12/5	Sonora, MEXICO

AHRMA Historic Cup Series

6/5-7	Brainerd Int'l, MN
6/19-21	Bryar Motorsport, NH
6/26-28	Road America, WI
7/18-19	Summit Point, WV
7/31-8/2	Mid-Ohio, OH
8/28-29	Sears Point, CA
9/11-13	Steamboat Springs, CO
9/5-7	Bryar Motorsports, NH
9/5-6	Nelson Ledges, OH
9/11-13	Steamboat Springs, CO
9/12	Firebird Int'l, NV
9/19-20	Summit Point, WV
9/19-20	Bryar Motorsports, NH
9/26-27	Nelson Ledges, OH
9/27	Second Creek
9/27	Moroso Motorsports, FL
9/27	Firebird Int'l, NV
10/3-4	Bryar Motorsports, NH
10/11	Firebird Int'l, NV

AMA/CCS US. Endurance Series

5/2-3	Road America, WI
5/15-17	Road Atlanta, GA
6/5-7	Brainerd Int'l, MN
6/13-14	Memphis Motorsports,TN
6/19-21	Bryar Motorsports,NH
6/26-28	Road America, WI
7/31-8/2	Mid-Ohio, OH
8/21-23	Portland Int'l, OR
8/28-30	Sears Point, CA
10/10-11	Riverside, CA
10/23-25	Daytona Int'l, FL

AMA/Supersport Nat'l Series

5/15-17	Road Atlanta, GA
6/5-7	Brainerd Int'l, MN
6/19-21	Bryar Motorsports, NH
6/26-28	Road America, WI
7/10-12	Laguna Seca, CA
7/31-8/2	Mid-Ohio, OH
8/7-9	Memphis Motorsports, TN
8/21-23	Portland Int'l, OR
8/28-30	Sears Point, CA

AMA Nat'l Hare & Hound Series

5/24	Delta, UT
7/26	Flagstaff, AZ
9/6	Maybelle, CO
10/25	Murphy, ID
11/15	Reno, NV

* Tentative

World C'ship Road Race Series

5/17	W. Germany
5/24	Italy
6/7	Austria
6/21	Yugoslavia
6/27	Holland
7/5	Belgium
7/19	France
8/2	England
8/9	Sweden
8/23	Czechoslovakia
8/30	San Marino
9/13	Portugal
9/27	Brazil
10/4	Argentina

World C'ship Observed Trials Series

5/24	W. Germany
5/31	France
6/21	Bodine, PA
7/12	Austria
7/19	Italy
8/30	Czechoslovakia
9/6	Switzerland
9/13	Sweden

World C'ship 250cc MX Series

5/10	England
5/17	Holland
5/31	Czechoslovakia
6/21	Yugoslavia
6/28	San Marino
7/5	France
7/19	HOLLISTER, CA

World C'ship 125cc MX Series

5/3	Belgium
5/10	Italy
5/17	Czechoslovakia
5/24	Bulgaria
6/28	France
7/4	Ireland
7/12	Switzerland
7/26	Finland
8/2	Germany
8/16	DELMONT, PA
8/30	Austria

World C'ship 500cc MX Series

5/10	Finland
5/17	Sweden
5/31	Germany
6/14	Italy
7/12	England
7/19	Holland
8/2	Belgium
8/9	Luxembourg
8/30	Switzerland

World C'ship Endurance Road Race Series

5/10	Portugal
5/24	England
6/21	Italy
6/28	Austria
7/26	Japan
8/15-16	Belgium
8/30	Germany
9/6	Spain
9/19-20	France

World C'ship Speedway Final

9/5-6	Holland

World C'ship Speedway Pair Final

6/28	Czechoslovakia

International Six Days Enduro

9/21-26	Poland

Motocross des Nations

9/13	Unadilla, NY

Trial des Nations

9/20	Finland

AMA/NATC National C'ship Observed Trials Series

5/16-17	Globe, AZ
5/23-24	Temecula, CA
6/13	Wrentham, MA
6/14	Cayuta, NY

6/20-21	Bodine, PA
9/5	Thielman, MN
9/7	Port Huron, MI

Dragbike! National C'ship Series

5/16-17	Syracuse, NY
5/29-30	Milan, MI
6/13-14	Fremont, CA
6/26-28	Pocono, PA
7/18-19	Spokane, WA
8/1-2	Cordova, IL
8/4-5-8-9	Sturgis, SD
8/14-15	Albany, NY
9/5-6	Delmar, DE
9/12-13	Columbus, OH
9/19-20	Lubbock, TX
9/26-27	Bradenton, FL
10/10-11	Palmdale, CA
10/17-18	Darlington, SC
10/25	W. Palm Beach, FL
11/21-22	Gainesville, FL

Sabine Enduro Circuit Series

5/24	Saline, LA
6/7	Prescott, AR

F.T.R. C'ship Hare Scramble Series

5/3	Pelham,GA, FL
5/31	Titusville, FL

F.T.R. C'ship Enduro Series

5 17	Daytona, FL
5/31	Richloam, FL
6/14	Brooksville, FL

SCORE Int'l Off-Road Series

6/5-7	Baja Internacional Ensenada, Mexico
8/21-23	Off-Road C'ships Riverside, CA
11/6-8	Baja 1000 Ensenada, Mexico

Willow Springs Formula USA Series

5/2-3	Rosamond, CA
6/6-7	Rosamond, CA
9/5-7	Rosamond, CA
10/1-4	Rosamond, CA
10/31-11/1	Rosamond, CA

Canadian National Supercross Series

5/29	Montreal
5/30	Montreal
6/12	Toronto

SE&TRA C'ship Enduro Series

5/3	Ashland, AL
5/17	Abbeville, SC
5/31	Greenville, SC

SE&TRA C'ship Hare Scrambles Series

5/10	Chattanooga, TN
5/24	Morganton, NC

AFM Road Race Series

5/9-10	Sears Point, CA
5/16-17	Willow Springs, CA
6/28	Sears Point, CA
7/4-5	Willow Springs, CA
7/18-19	Sears Point, CA
8/15-16	Willow Springs, CA
8/22-23	Sears Point, CA
9/13	Sears Point, CA
9/19-20	Willow Springs, CA
10/10-11	Riverside, CA
10/11	Sears Point, CA
11/14-15	Willow Springs, CA

WERA C'ship Road Race Series

Northeast Region

5/2-3	Pocono, PA
6/6-7	Summit Point, WV
6/26-28	Pocono, PA
8/22-23	Summit Point, WV
9/5-6	Nelson Ledges, OH
9/12-13	Pocono, PA
9/19	Shannonville, CAN.
10/3-4	Nelson Ledges, OH

Middle Atlantic Region

5/2-3	Nelson Ledges, OH
6/6-7	Summit Point, WV
7/11-12	Rockingham, NC
8/8-9	Rockingham, NC
8/22-23	Summit Point, WV
9/5-6	Nelson Ledges, OH
10/3-4	Nelson Ledges, OH
10/17-18	Summit Point, WV

Southeast Region

5/9-10	Talladega, AL
5/30-31	Savannah, GA
6/20-21	Talladega, AL
7/11-12	Rockingham, NC
8/1-2	Savannah, GA
8/8-9	Rockingham, NC
8/22-23	Talladega, AL
9/5-6	Rockingham, NC
10/3-4	Savannah, GA

North Central Region

5/9-10	Beloit, IL
5/23-24	Grattan, MI
6/6-7	Grattan, MI
7/4-5	Grattan, MI
7/18-19	Beloit, IL
8/15-16	Grattan, MI
8/29-30	Grattan, MI
9/19-20	Beloit, IL
9/26-27	Indianapolis, IN
10/10-11	Grattan, MI

South Central Region

5/16-17	College Station, TX
6/6-7	Hallett, OK
6/27-28	College Station, TX
7/18-19	Oak Hill, TX
9/12-13	Oak Hill, TX
10/3-4	College Station, TX

Mid-Central Region

6/6-7	Hallett, OK
7/11-12	*St. Louis, MO
9/5-6	*St. Louis, MO
9/12-13	Hallett, OK

* Tentative

WERA Nat'l Endurance Road Race Series

5/9	Beloit, IL
6/6	Hallett, OK
6/20	Talladega, AL
7/4	Grattan, MI
7/25-26	Nelson Ledges, OH
8/8	Rockingham, NC
9/5-6	Rosamond, CA
9/12	Pocono, PA
9/19	Shannonville, Ont., Canada
10/3	College Station, TX
10/17	Summit Point, WV
11/6	Braselton GA

Suzuki GSXR Nat'l C'ship Road Race Series

AFM North

5/9-10	Sonoma, CA
6/27-28	Sonoma, CA
7/18-19	Sonoma, CA
8/22-23	Sonoma, CA
9/12-13	Sonoma, CA

AFM South

5/16-17	Rosamond, CA
7/4-5	Rosamond, CA
8/15-16	Rosamond, CA
9/19-20	Rosamond, CA

CRRC/WERA

6/6-7	Hallett, OK
6/27-28	College Station, TX
8/22-23	(WERA)Talladega, AL
9/12-13	Oak Hill, TX

LRRA/AMA CCS

5/2-3	Loudon, NH
5/16-17	Loudon, NH
6/13-14	Loudon, NH
7/4-5	Loudon, NH
7/19	W. Palm Beach, FL
8/1-2	Loudon, NH
8/15-16	Loudon, NH
9/19-20	Loudon, NH

OMRRA

5/30-31	Portland, OR
6/21-22	Portland, OR
8/15-16	Portland, OR
9/27-28	Portland, OR

WMRRA

5/17	Seattle, WA
8/9	Seattle, WA

WERA Mid-Atlantic

5/2-3	Pocono, PA
6/6-7	Summit Point, WV
6/27-28	Pocono, PA
7/11-12	Rockingham, NC
8/1-2	Savannah, GA
8/22-23	Summit Point, WV

WERA North Central

5/9-10	Beloit, IL
5/23-24	Grattan, MI
7/4-5	Grattan, MI
8/15-16	Grattan, MI
8/29-30	Grattan, MI
9/19-20	Beloit, IL
9/27-28	Grattan, IL

* Tentative

MRA

5/3	Pueblo Motorsport, CO
5/17	Second Creek, CO
6/7	Woody Creek, CO
6/28	Second Creek, CO
8/9	Woody Creek, CO
8/23	Second Creek, CO
9/13	Steamboat, CO

GSXR Final

10/9-10-11	Riverside, CA

ARRA/Kawasaki/Racer's Supply California RR Series

5/30-31	Willow Springs, CA
6/20-21	Willow Springs, CA
7/18-19	Willow Springs, CA
8/1-2	Willow Springs, CA
8/15-16	Riverside, CA
9/12-13	Willow Springs, CA
10/17-18	Willow Springs, CA
10/31-11/1	Riverside, CA
12/6-7	Willow Springs, CA
12/26-27	Riverside, CA

Washington Spring MX Series

5/3	Horn Rapids, WA

NETRA C'ship Enduro Series

5/17	Somers, CT
5/24-25	Wrentham, MA
6/14	Southampton, MA
6/21	Marlborough, CT
7/19	Lee, MA
8/9	Guilford, CT
8/30	Adams, MA
10/4	W. Greenwich, RI
10/11	Stafford, CT
12/6	Marlborough, CT

NETRA C'ship Hare Scrambles Series

6/28	Waterford, CT
7/12	Union, CT
7/26	Dunbarton, NH
8/2	Norwich, VT
9/6	Windsor, MA
9/20	N. Petersburg, NY
9/27	Cheshire, MA
10/18	Brookfield, MA
11/1	Radilin, RI
11/8	Canterbury, CT

NETA C'ship Trials Series

5/3	Chepachet, RI
5/31	Meriden, CT
6/7	Montgomery, MA
7/12	Chepachet, RI
8/9	W Brimfield, MA
9/13	Meriden, CT
9/20	Ossipee, NH
10/4	Cumberland, RI
10/18	Wrentham, MA
TBA	N Ferrisburg, VT

Black Jack Enduro Series

5/17	Chadwick, MO
6/7	Prescott, AR
9/13	Stillwater, OK
9/27	Little Rock, AR
10/11	Potosi, MO
10/25	Oklahoma City, OK
11/8	Chadwick, MO
11/22	Tulsa, OK

MO C'ship Hare Scrambles Series

5/3	Potosi, MO
5/31	Walnut Shade, MO
6/21	Jamestown, MO
7/12	Wyconda, MO
8/23	Kahoka, MO
9/20	Flat River, MO
10/4	Memphis, MO
11/1	Stanton, MO

ECEA C'ship Enduro Series

5/3	Chatsworth, NJ
5/24	New Philadelphia, PA
6/7	Whiteford, MD
6/14	Stanhope, NJ
7/19	Blain, PA
8/2	Wellsboro, PA
8/16	Speedsville, NY
8/30	Mauricetown, NJ
9/13	Belleplain, NJ
9/20	Shippensburg, PA
9/27	Brandonville, PA
10/4	Exeter, RI
10/25	Bear, DE
11/8	Warren Grove, NJ
11/15	Chatsworth, NJ

PRRO Road Race Series

5/10	Phoenix, AZ
5/30	Phoenix, AZ
6/20	Phoenix, AZ
7/11	Phoenix, AZ
8/8	Phoenix, AZ
8/29	Phoenix, AZ
9/12	Phoenix, AZ
9/27	Phoenix, AZ
10/11	Phoenix, AZ
11/1	Phoenix, AZ
12/12-13	Phoenix, AZ

NESC C'ship Series

5/3	Southwick, MA
5/10	Southwick, MA
5/24-25	Waterboro, ME
5/31	Loudon, NH
6/7	Central Village, CT
6/14	Southwick, MA
6/21	Central Village, CT
6/28	Southwick, MA
7/4-5	Waterboro, ME
7/12	Southwick, MA
7/18-19	Waterboro, ME
7/26	Southwick, MA
8/9	Loudon, NH
8/16	Southwick, MA
8/23	Central Village, CT
8/30	Loudon, NH
9/6-7	Waterboro, ME
9/20	Central Village, CT
9/27	Loudon, NH
10/4	Southwick, MA
10/11	Loudon, NH
10/18	Middleboro, MA
10/25	Southwick, MA
11/1	Middleboro, MA
11/8	Middleboro, MA
11/15	Middleboro, MA

CRA C'ship Series

5/9-10	Brainerd, MN
6/27-28	Brainerd, MN
7/11-12	Brainerd, MN
8/8-9	Brainerd, MN
8/29-30	Brainerd, MN

VA C'ship Hare Scrambles Series

5/17	Martinsville, VA
5/24	Surry, VA

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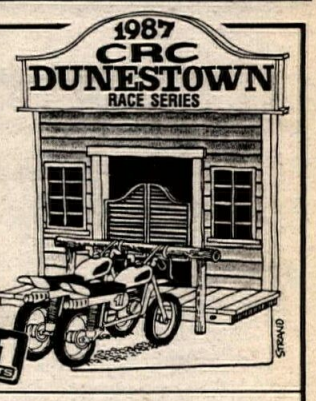

SUNDAY, MAY 3 — EDWARDS AFB

PEE-WEE-6,000	MAIL $20	POST $23	$1,000 Pro Purse • 12 to make class
SPORTSMAN	MAIL $17	POST $20	75% ATV Pro Payback
PRO	MAIL $25	POST $30	Plus contingencies

Plus $5 donation to Desert Wheels — ALL ENTRIES RECEIVE O'NEAL WALLETS

SUNDAY, MAY 17 — GLEN HELEN RACEWAY

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SPORTSMAN	MAIL $17	POST $20	75% ATV Pro Payback
PRO	MAIL $25	POST $30	Plus contingencies

ALL ENTRIES RECEIVE O'NEAL CROSSBAR PADS

SUNDAY, MAY 10 — L. A. COUNTY RACEWAY

PEE-WEE-6,000	MAIL $20	POST $23	$1,000 Pro Purse • 12 to make class
SPORTSMAN	MAIL $17	POST $20	75% ATV Pro Payback
PRO	MAIL $25	POST $30	Plus contingencies

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SUNDAY, MAY 24 — L. A. COUNTY RACEWAY

PEE-WEE-6,000	MAIL $20	POST $23	$1,000 Pro Purse • 12 to make class
SPORTSMAN	MAIL $17	POST $20	75% ATV Pro Payback
PRO	MAIL $25	POST $30	Plus contingencies

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MONDAY, MAY 25 — DUNESTOWN GP
L.A. COUNTY RACEWAY

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ATVs: Quads, Odysseys

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Amateur	$35	$45
Pro	$45	$55

SERIES DATES
MAY 16
JUNE 6
JUNE 20
JULY 4
JULY 18
AUGUST 1
AUGUST 8
AUGUST 15
AUGUST 22
SEPT. 5
SEPT. 12

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2 LOOPS

4 RIDERS PER MINUTE
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It combines the agility of motocross, stamina of an enduro, and the quickness of a desert race. No special timekeeping equipment required.

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30% OLYMPIC STYLE MEDAL • FINISHER PINS

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*Pee Wee Through 125cc
*Beginner Through Expert
*Fathers Class
Home of the 3rd Annual Barona Nationals — Sept. 5 & 6
RACING EVERY FIRST AND THIRD SUNDAY
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GRAN PRIX So. Cal. DOUBLE CROSS

DOUBLE CROSS RACING
• Mon. May 25
Apache Raid GP
Perris Raceway
INFO: (714) 371-6333

6/7	Rural Retreat, VA
6/28	Honaker, VA
8/2	Gloucester, VA
9/6	Martinsville, VA
9/20	Middlebrook, VA
104	Rural Retreat, VA
10/18	Newport News, VA
11/8	Surry, VA

SERA C'ship Series

5/3	Meridan, MS
5/24	Saline, LA
6/7	Enon, LA
8/16	Lookout Mtn., GA
8/30	Goodman, MS
9/27	Florence, MS
10/11	Birmingham, AL
10/25	Lafayette, LA
11/1	Maplesville, AL
11/15	Gulfport, MS

Alaska State MX C'ship Series

5/24-25	Anchorage, AK
6/13-14	Fairbanks, AK
7/4-5	Fairbanks, AK
8/1-2	Willow, AK
9/6-7	Anchorage, AK

AMRA C'ship MX Series

5/3	Anchorage, AK
5/10	Anchorage, AK
5/17	Anchorage, AK
6/7	Anchorage, AK
6/28	Anchorage, AK
7/19	Anchorage, AK
7/26	Anchorage, AK
8/23	Anchorage, AK
9/13	Anchorage, AK

WMTA C'ship Series

5/3	Shoshoni, WY
5/31	Lander, WY
6/21	Douglas, WY
7/4-5	Douglas, WY
7/26	Cooke City, MT
8/9	Casper, WY
9/5-6	Casper, WY
9/20	Casper, WY
10/11	Casper, WY

APRIL

S	M	T	W	T	F	S
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY

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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

April 29

CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/366-7368.

April 30

CALIFORNIA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.

May 1

CALIFORNIA SHORT TRACK
• Bakersfield Racing Assn. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
TEXAS MOTOCROSS
• SMX Rio Bravo, Houston. Info 713/459-1235.
TEXAS MOTOCROSS
• Ross Downs MX, Colleyville. Info 817/481-2894.

May 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA GRAND PRIX
• Mickey Thompson's Off-Road C'ship Series. Pasadena Rose Bowl, Pasadena. Info 818/359-5117.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SHORT TRACK
• AMA/D-36. Hills Ferry Speedway, Newman. Info 408/463-0311 or 209/863-3455.
CALIFORNIA SCRAMBLES
• R & D Ent. Bolado Park, Hollister. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284 or 833-2869.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
• CMC. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA SHORT TRACK
• Dirt Sort Prom. Carlsbad Raceway, Carlsbad. Info 619/489-6927.
CALIFORNIA SPEEDWAY
• Cycleland Speedway, Chico. Info 916/342-0063.
COLORADO MOTOCROSS
SRAC/PMI. Pueblo. Info 303/989-7436.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA HILLCLIMB
D-15 & 17. Pleasure Riders MC. Cayuga. Info 217/446-4555.
INDIANA HARE SCRAMBLES
BiState Series. Red Fox T-N-T, Lynnville. Info 812/464-8455 or 424-2691.
KENTUCKY MOTOCROSS
• Allen County Jaycees. New Fairgrounds, Scottsville. Info 502/237-4688 or 237-4509.
MICHIGAN MOTOCROSS
Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
NEBRASKA SHORT TRACK/TT
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
NEW HAMPSHIRE SHORT TRACK
Bryar Motorsport Park, Loudon. Info 603/783-4744.
NEW JERSEY MOTOCROSS
Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
PENNSYLVANIA MOTOCROSS
• AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.
PENNSYLVANIA MOTOCROSS
Cocoa-Cola Supercross C'ship. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA SUPERCROSS
Stepp Mill MX, Riverside Raceway, Greenville. Info 704/685-3033.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/637-7041 or 693-8316.
TEXAS SHORT TRACK/TT
• TDTA. Mike Kidd Prom. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.
TEXAS MOTOCROSS
• AMA/TMC. Old Timers Nat'ls. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
WASHINGTON SHORT TRACK/TT
• AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-8700 or 274-4346.

May 2-3

CALIFORNIA ROAD RACE
• Willow Springs Formula USA Series. Rosamond.
CALIFORNIA TRIALS
ATA/SDTR/AMA. Observed trials. San Diego Trials Riders. Temecula/Elsinore area, Temecula. Info 619/449-4980.
CALIFORNIA MOTOCROSS
• CMC. Sierra Old Timers Nat'l. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA GRAND PRIX
• Shamrock MCC. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
MASSACHUSETTS MOTOCROSS
NEMA. Capeway Rovers MX, Middleboro. Info 207/384-2451.
MICHIGAN SUPERCROSS
AMA. Moreland's Supercross Park, Stanton. Info 517/235-4105.
NEW HAMPSHIRE ROAD RACE
• Suzuki GSXR Nat'l C'ship Loudon.
OHIO ROAD RACE
WERA Nat'l C'ship Series. Nelson Ledges. Info 803/784-3105.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
OHIO MX/SUPERCROSS
AMA/D-11. NMA Qualifier. Action Sports Center, Nelsonville. Info 614/753-2169.
PENNSYLVANIA ROAD RACE
WERA Nat'l C'ship Series. Pocono. Info 803/784-3105.
PENNSYLVANIA MOTOCROSS
AMA. Sat. SX, Sun. MX. Evansville Raceways, Berwick, Info 717/759-2841.
WISCONSIN ROAD RACE
AMA CCS Endurance Series. Road America.

May 3

ALABAMA MOTOCROSS
GA Cycle Supply Series. Cullman. Info 205/734-0541 after 7:30 p.m.
ALABAMA ENDURO
SETRA. Hi Pine Trail Blazers. Ashland. Info 404/251-6787 or 463-4390.
ALABAMA MOTOCROSS
Lacy Mountain MX, Ashland. Info 205/396-6294 or 404/251-6787.
ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/344-8229.
CALIFORNIA MOTOCROSS
• CMC. Central Valley MX Series. Porterville. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• CRC. Edwards AFB. Info 805/272-8889.
CALIFORNIA MINI MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.
CALIFORNIA MILE
• AMA Camel Pro Series. Santa Clara Fairgrounds, San Jose.
CALIFORNIA ENDURO
Hi-Point Golden State Series Nat'l. D-36. Polecat. Twain Harte.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
• SMX. CA Classic Series. DeAnza Cycle Park, Sunnymead. Info 714/582-3480.
CALIFORNIA HALF MILE
Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-6927.
CALIFORNIA MOTOCROSS
• CMC. Perris Spring Classic. Perris Raceway, Perris. Info 714/261-6116.
FLORIDA TRIATHELON
• Super Four Enduro/Triathelon Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
AL/GA C'ship. Hillbilly Hills, Roberta. Info 912/836-4234 or 836-4400.
GEORGIA HARE SCRAMBLES
FTR C'ship Series. Tallahassee Trail Riders.S. GA H.S. Pelham. Info 912/294-2712 or 904/539-5334.
IDAHO MOTOCROSS
NMA Qualifier. FossilBowl MX Park, Clarkia. Info 208/245-3608.
ILLINOIS MOTOCROSS
D-15 & 17. Plesure Riders MC. Cayuga. Info 217/446-4555.
INDIANA HARE SCRAMBLE
Black Coal H.S. IN-IL-KY Enduro Riders Assn. Lynnville. Info 812/423-2710.
IOWA MOTOCROSS
AITRA. Don Ruhl Farm, Anamosa. Info 319/233-2850.
KENTUCKY MOTOCROSS
Greenbo MX, between Grayson & Greenup. Info 606/473-7590.
LOUISIANA MOTOCROSS
NMA Qualifier. Riverside MX Park, Watson. Info 504/664-4297.
MARYLAND MOTOCROSS
Budds Creek Int'l MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MEXICO GRAND PRIX
Hilltoppers MC/ Grand Sport/SRA. Rosarito Beach. Info 213/428-4971 or 714/898-4557.
MICHIGAN MOTOCROSS
• MRA. Irish Hills MX Park, Milan.Info 517/522-4380.
MICHIGAN SHORT TRACK/TT
Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. MO Mudders.Rivermont Campgrounds, Potosi. Info 314/868-4128.
NEW JERSEY ENDURO
ECEA C'ship Series. Pine Barons Enduro. Chatsworth. Info 609/296-2588.
NEW YORK MOTOCROSS
AMA/Claverack MX. Claverack Info 518/828-6149.
NEW YORK MOTOCROSS
Frozen Ocean MX Park, Auburn. Info 315/784-5466 or 716/352-5738.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
NORTH CAROLINA MOTOCROSS
AMA. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO ENDURO
AMA Regional C'ship. Athens MC. Athens. Info 614/593-7277.
OHIO HARE SCRAMBLES
Gran Prix Raceway, Canal Fulton. Info 216/239-1598.
OHIO MOTOCROSS
CRA. NMA Qualifier. Sundance Park, Negley. Info 216/792-6341.
OHIO POKER RUN
AMA/ D-11. Treaty City MC, Greenville. Info 513/548-7197 or 968-4176.
OHIO HARE SCRAMBLE
Summit Valley Park Campgrounds, Salineville. Info 216/679-2957.
OHIO TRIALS
Trials, Inc. Goodell Farm, Mantua. Info 216/327-2527 or 543-7716.
OHIO SHORT TRACK/TT

Pike Run Moto Park, Londonberry. Info 614/772-2708.
OKLAHOMA MOTOCROSS
Broken Spoke MX, Preston. Info 918/321-3328 or 321-5041.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA MOTOCROSS
AMA/ D-6. Sleepy Hollow MX Park, Fredericksburg. Info 717/865-3302.
PENNSYLVANIA SHORT TRACK
AMA/ D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA MOTOCROSS
AMA/ D-5 PA State C'ship. Rocky Ridge. Info 412/796-1667.
PENNSYLVANIA MOTOCROSS
AMA/ D-6 & 7. MAMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA POKER RUN
AMA/D-6. Roadwinders MC. Bromley MC Sales, Trevose. Info 215/357-1534 or 637-2869.
RHODE ISLAND TRIALS
NETA C'ship. Rhody Rovers MC, Chepachet. Info 401/421-6929 or 333-0523.
SOUTH DAKOTA MOTOCROSS
Borderline Racing Assn. Spearfish. Info 605/393-1941 or 348-6037.
TENNESSEE MOTOCROSS
Jax MX Park, Milan. Info 901/662-7123 or 686-0558.
TENNESSEE MOTOCROSS
Smoky Mtn. MX, Pigeon Forge. Info 615/453-622 or 453-8203.
TEXAS HARE SCRAMBLES
Texarkana Dirt Riders. Texarkana. Info 214/838-0811.
TEXAS SCRAMBLES
Trail Riders of Houston. Sweeny Scrambles, Sweeny. Info 713/583-0006 or 713/492-3408.
TEXAS MOTOCROSS
• Rio Bravo, Houston. Info 713/459-1235.
WYOMING TRIALS
WY MC Trials Assn. Observed trials. Shoshoni. Info 307/237-9036.

May 6

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.

May 7

CALIFORNIA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.

May 7-10

NEVADA DESERT RACE
HDRA C'ship Series. Mint 400. Las Vegas. Info 702/361-5404.

May 8

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
OHIO TT SCRAMBLE
Sideways Prom. Deerfield Speedway, Deerfield. Info 216/584-8668.
TEXAS MOTOCROSS
• Ross Downs MX, Colleyville. Info 817/481-2804.

May 9

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ALABAMA MOTOCROSS
CountyLine Raceway, Bessemer. Info 205/77-5389 or 477-6848.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA SCRAMBLES
• R &D Ent. Hollister. Info 408/449-7367.
CALIFORNIA TT
• AMA Grand Nat'l C'ship Dirt Track Series. Gardena.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3480.
CALIFORNIA SPEEDWAY
• Cycleland Speedway, Chico. Info 916/342-0063.
COLORADO SUPERCROSS
SRAC/E & M Ent. Island Grove Park Arena, Greeley. Info 303/988-7722.
FLORIDA SHORT TRACK/MX
• Spring Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
ILLINOIS ROAD RACE
WERA Nat'l Endurance Series. Blackhawk Farms, Beloit.
MICHIGAN MOTOCROSS
Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
MISSISSIPPI MOTOCROSS
River City MX. Cotton Bowl Speedway, Byhalia. Info 901/365-4368.
NEBRASKA TT
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
NEVADA MOTOCROSS
• Mint 400. Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NEW JERSEY
Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
OHIO SHORT TRACK
Mathias Raceway, New Philadelphia. Info 216/859-2408.
OHIO MOTOCROSS
• Honda Hills, Linnville. Info 614/228-0690 or 323-3766.
PENNSYLVANIA MOTOCROSS
• AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.
PENNSYLVANIA SHORT TRACK
AMA/ D-6 & 7. Ccoa-Cola Micro Sprints. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA SX/ST/MX
Stepp Mill MX, Riverside Speedway, Greenville. Info 704/685-3033.
SOUTH CAROLINA SHORT TRACK
• Riverside Speedway, Greenville. Info 704/685-3033.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/637-7041 or 693-8316.
WYOMING MOTOCROSS
• Round 4 Yamaha/Plaza Cycle AMA/D-26 C'ship Series. Evanston MX Park, Evanston. Info 307/789-1168.

May 9-10

ALABAMA ROAD RACE
WERA Nat'l C'ship Series. Talladega Int'l Raceway, Talladega. Info 803/784-3105.
CALIFORNIA ROAD RACE
• Suzuki GSXR Nat'l C'ship Series. AFM North. Sears Point, Sonoma. Info 415/327-0908.
CALIFORNIA SAND DRAGS
Don Brown Racing Ent. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
ILLINOIS ROAD RACE
WERA Nat'l C'ship Series. Blackhawk Farms, Beloit. Info 803/784-3105.
MICHIGAN MOTOCROSS
MRA. Moreland's MX Park, Stanton. Info 517/235-6631.
MINNESOTA ROAD RACE
CRA. Brainerd Int'l Raceway, Brainerd. Info 612/332-4070.
NEBRASKA MOTOCROSS
NMA Qualifier. OR Trail Region/Alliance MX Assn. Alliance. Info 308/762-5815.
NEW HAMPSHIRE ST/MX/DRAGS
NEMA. Short track, MX, Sand drags. Bryar Motorsport Park, Loudon. Info 603/783-4744.

May 10

ALABAMA MOTOCROSS
Coleta Valley MX. Ashland/Talladega. Info 205/354-4586 or 354-2806.
ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/344-8229.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3480.
CALIFORNIA MOTOCROSS
• CRC/Vintage MX Club. L.A. County Raceway, Palmdale. Info 805/272-8889 or 946-2728.
CALIFORNIA MOTOCROSS
Central Valley MX Series. Tulare. Info 209/686-4040 or 688-3949.
CALIFORNIA MOTOCROSS
• CMC. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA ROAD RACE
CVRG. Sears Point, Sonoma. Info 415/829-6091.
CALIFORNIA DESERT RACE
AMA/D-38/San Diego County Sports Committee. Saasta Chevron Services of El Centro. Ancient Dry Lake Bed. Info 619/427-5759.
CALIFORNIA TT
• AMA/ D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• CMC. Spring Classic. Sunrise Valley Cycle Park, Adelanto. Info 714/261-6116.
CANADA ROAD RACE
Westwood MC Racing Club. Westwood Motorsport Park, Coquitlam, B.C. Info 604/530-8915 or 324-0154.
FLORIDA MOTOCROSS
FMC. MX of Marion County. Reddick. Info 904/591-2377 or 591-2050.
GEORGIA HARE SCRAMBLES
Teresa Raceway, Douglas. Info 912/449-3198. CANCELLED
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA ENDURO
• AMA RK Chain Nat'l C'ship Enduro Series. Roselawn. Info 614/891-2425.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MICHIGAN MOTOCROSS
• MRA. Irish Hills Moto Park, Clinton. Info 517/522-4380.
MICHIGAN SHORT TRACK/TT
Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
NEW JERSEY MOTOCROSS
• AMA/Raceway Park MX, Englishtown. Info 201/446-6331.
NEW YORK MOTOCROSS
AMA/Broome-Tioga Sports Center, Binghamton. Info 607/723-3523 or 648-4997.
NEW YORK SHORT TRACK
• AMA. Square Deal Riders MC, Harpursville. Info 607/693-2634.
NEW YORK MOTOCROSS
WNYSC/Hunt Racing Inc. Hunt. Info 716/476-2697.
NORTH CAROLINA MOTOCROSS
• Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLE
Mathias Raceway, New Philadelphia. Info 216/239-1598 or 336-8678.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO MOTOCROSS
• AMA. Mid Ohio MC Park, Lexington. Info 419/589-6650.
OHIO POKER RUN/SWAP MEET
AMA. Ohio Valley BSA Owners Club. Cable's Campground, Steubenville. Info 614/364-1046 or 544-5562.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 614/228-0690 or 323-3766.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
PENNSYLVANIA SCRAMBLES
• E. PA Piston Poppers MC. 5 miles west of Coatesville. Info 215/269-3661.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Team Green Spring Nat'l Series. Steel City, Delmont. Info 304/594-1157.
TENNESSEE HARE SCRAMBLES
SETRA C'ship Series. Lookout Mountain HS, Chattanooga. Info 615/870-7579.
TEXAS MOTOCROSS
• Conroe MX, Conroe. Info 409/273-2336.
WASHINGTON OFF-ROAD RACE
NMA. ISDE type. Seafair City MC, Olympia. Info 206/456-1103 or 943-1559.
WISCONSIN DRAGS
• AMRA/Great Lakes Dragway. Harley-Davidson. Union Grove. Info 414/878-3783 or 462-5520.

May 13

CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA DRAGS
Sacramento Raceway, Sacramento. Info 916/366-7368.

May 14

CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA SPEEDWAY
• AMA. Baylands Raceway Park, Fremont. Info 415/651-2545.

May 15

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• BMA. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SHORT TRACK
• Bakersfield Racers Assn. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
ILLINOIS SHORT TRACK
• Rock River Riders MC. Carroll County Fairgrounds, Milledgeville. Info 815/625-4426.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
TEXAS MOTOCROSS
• Ross Downs MX, Colleyville. Info 817/481-2804.
TEXAS MOTOCROSS
• SMX Rio Bravo, Houston. Info 713/459-1235.

May 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARKANSAS MOTOCROSS
• Cleburne Speedway, Heber Springs. Info 501/362-6474.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.

NEW 1987 NEW
WASHOUGAL MOTOCROSS
Ralph & Bob's Racing Facilities
Motorcycles & ATV's

Racing at the Famous National Caliber Track is Back!

Race Dates:
April 19 - May 3 & (23 Sat.)
June 14 (AMA Qualifier) + normal classes
June 27 & 28 (CMC Pac West),
July 4, 5 & 26
Aug. 16, - Sept. 5, 6 & 27,
Oct. 18 Championship

Gates Open 6:00 A.M.
Practice 8:00 A.M.
Race at 10:00 A.M.

Spectator Fees:
12 & over $5.00, 6 thru 11 & Seniors over 65 $3.00, Under 6 Free.

CLASSES:
All Motorcycles, ATV's & New 105 Mini
33% Trophies
Pros: 100% Payback
ATV's must have Tether Kill Switch
Large Classes May be Split into Two Divisions
3 Riders to make a class
Must attend 75% of Races to be eligible for year end awards

Race Fees: Amateurs $10.00 + admission
Pros $15.00 + admission
Race fees for AMA qualifiers, Pac West + Yamaha Gold Cup May be different

For More Information, Call:
Ralph Huffman - 673-1671
Bob Leach - 928-4474
Yamaha-Honda of Roseburg - 672-4179

Overnight Camping Available

Sponsored by Yamaha-Honda of Roseburg
The Place To Go For Your Motorcycles & Accessories
1409 N.E. Diamond Lake Blvd. • Roseburg, Oregon 97470 - Phone: (503) 672-4179

AMA
GEORGIA
SUPERCROSS OF CHAMPIONS
May 8th & 9th
Wrens Fairground, Wrens, Georgia

Sign Up: 1-5pm
Practice: Fri & Sat/4:30pm-5:30pm
Qualifiers: 6pm
Main Event: 8pm

Admission: $7.00
Parking: $1.00
Security Guard On duty

Trophies & Cash Each Night
(2 Separate Races)
Amateur Per Class $15.00 per night
Pro Per Class $25.00 per night

Motorcycle, ATV and Odyssey Classes
* Each Motorcycle Class Limited to 32 Entries
* Each 3 Wheel Class Limited to 24 Entries
* Odyssey Class Limited to 14 Entries
* First Come — First Served

Pro Classes
$150
$100
$75
per event

Free Camping

$5,000 Worth of Gift Certificates To Be Given Away By Answer Racing And Hannah Racing Products. Furnished by
GEORGIA CYCLE SUPPLY
(404) 4991-0556

Race Headquarters: Western Motel
Wrens, GA
404 547-3021

Promoted by Hell Hole Creek Moto X Park, Inc. (803) 532-5778

Charge your Cycle News subscription with your Visa or Mastercharge!!

TOYOTA BUDWEISER Coca-Cola
FORMULA USA
Unlimited Motorcycle Gran Prix
Willow Springs International Raceway, California
APRIL 4-5
1) Scott Gray
2) Earl Roloff
3) James Domay
MAY 2-3
JUNE 6-7
SEPT. 5-7
OCT. 1-4
OCT. 31 NOV. 1

2nd Annual

GATORBACK SILVER CUP MOTOCROSS SPRING CLASSIC

Sunday, May 17

Sunday, May 17

AATVA AMA SANCTIONED World Sports

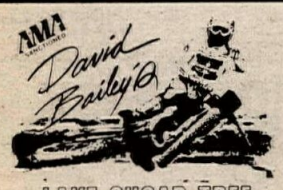
FINAL GATORBACK RACE BEFORE AMA REGIONAL LORETTA LYNN'S AREA QUALIFIERS

Gates Open Saturday, 4:00PM
Gate Admission $7.00
Rider Fee $10.00

Practice Sunday, 8:30AM
Races Start 10:00AM

For race and pre entry information call: (813) 822-8929

REMINDER: LORETTA LYNN'S AREA YOUTH/AMATEUR QUALIFIER JUNE 6 & 7 DIAMONDBACK RACEWAY, COCOA, FLORIDA.



LAKE SUGAR TREE MOTOCROSS PARK
STATE ROAD #617 — AXTON, VIRGINIA 24054
FOR INFORMATION CALL (703) 650-3030

SEASON OPENER MAY 10

Semi Pro 100% Payback

VIRGINIA SPRING SERIES

Classes:

Pee Wee, Jr. & Sr. Minis, 125 A, B & C, 250 A, B & C, Open A & B
Senior, School Boy, 200cc ATV, 250cc ATV, Quads

Gates Open 7:00am, Sign Up 8:00am, Practice 8:30am, Races 10:30am

District 13 & 29 Point Paying Event

"South Central Region Championship"
May 23-24-25
$5,000 Expert Purse
TEXAS RIO BRAVO MX PARK
Info: (713) 459-1235

Sponsored by:
Northwest Honda
Lands Cycle
House of Wheels
Humble Kawasaki will have regional Team Green Bucks
PEPSI-COLA
answer products

Competition Riders of America
1987 Motorcycle Racing Schedule

C.R.A. COMPETITION RIDERS OF AMERICA INC

Motocross
May 10
Ohio Int'l - Ravenna, OH
Rt. 5, East of Ravenna - (216) 369-5993
Practice 9 am - Race 11 am
May 16
Western Reserve SX - Salem, OH
Middletown Rd., - (216) 337-8077 or 337-8005
Bikes Race - 8 pm
May 17
Moto Sport Trails - Malvern, OH
Hwy 43 & 83 - (216) 821-2966
Practice 9:00 - Race 11:00
Hare Scrambles
May 17
Salem MC, - Salem, OH
Teagarden Rd., - (216) 482-2971 or 427-6645
Call for times

PERRIS
...Is The Place!

May 2 — CMC MX
May 3 — CMC MX
May 9 — SMX
May 10 — SMX
May 16 — SMX
May 17 — ATV GP
May 23 — SMX
May 25 — Double Gross GP
May 30 — SMX

Want Ad Information — 213/427-7433

CRC **CALIFORNIA RACE SCHEDULE**

ATV CLASSES AT ALL EVENTS

DUNESTOWN CLASSIC SERIES
SUN. MAY 3 — Edwards AFB
SUN. MAY 10 — L.A. County Raceway
SUN. MAY 17 — Glen Helen Raceway
SUN. MAY 24 — L.A. County Raceway
REGULAR MX SCHEDULE
SAT. MAY 2 • 16 • 23 — L.A. County Raceway

DUNESTOWN CLASSIC GRAN PRIX
MONDAY MAY 25 — L.A. County Raceway

PRACTICE EVERY WEDNESDAY
NOON TO 7 PM
LA County Raceway
805-272-8889

NMA
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE
MOTORCYCLE
MOTOCROSS

NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

SRA California Schedule

May 3 — Hilltoppers G.P.

(714) 828-1358

CALIFORNIA SHORT TRACK
AMA/D-36. Hills Ferry Speedway, Newman. Info 408/463-0311 or 209/863-3455.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
SMX. CA Classic Series. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA MOTOCROSS
• CMC. Ridgecrest Raceway, Ridgecrest. Info 714/261-6116.
CALIFORNIA SCRAMBLES
• R & D Ent. Bolado Park, Hollister. Info 408/449-7367.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
DELAWARE SHORT TRACK
AMA/D-6. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Southern Supercross. Between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA MX/HILLCLIMB
Pleasure Riders MC. Cayuga. Info 217/446-4555.
KENTUCKY MOTOCROSS
• Allen County Jaycees. New Fairgrounds, Scottsville. Info 502/237-4688 or 237-4509.
MICHIGAN MOTOCROSS Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
MISSISSIPPI MOTOCROSS
AMA/Don Barnett Prom./River City MX Assn. Cotton Bowl Speedway, Byhalia. Info 901/365-4368.
NEBRASKA SHORT TRACK/TT
Kam Raceway, Hastings. Info 402/463-4717 or 463-7677.
NEVADA STADIUM MX
• Silverbowl of MX Summer Series. Sam Boyd Silverbowl, Las Vegas. Info 702/564-2677.
NEVADA MOTOCROSS
• NMA ponca City Qualifier. Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NEW YORK SHORT TRACK
AMA. Square Deal Riders MC. Harpursville. Info 607/693-2634.
OHIO SHORT TRACK
Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX park, Blanchester. Info 513/625-9987 or 791-8970.
PENNSYLVANIA MOTOCROSS
• AMA/D-5. Motordrome Speedway, Smithton. Info 304/594-1157 or 412/872-5110.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Greenville. Info 704/685-3033.
TENNESSEE MOTOCROSS
I-40 MX Race Park, Lenoir City. Info 615/986-4764 or 637-7041.
TEXAS MOTOCROSS
• AMA/TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS SHORT TRACK/TT
• TDTA. Mike Kidd Prom. Boyd Raceway, Boyd. Info 817/627-7480 or 433-5587.
TEXAS ROAD RIDE
RMTC. New Elm. Info 713/580-6073.
WASHINGTON TT
• AMA/D-27. Mt. St. Helens MC. Castle Rock. Info 206/274-8700 or 274-4346.

May 16-17

ARIZONA TRIALS
AMA/NATC Nat'l C'ship Trials Series. Globe. Info 303/330-2923.
CALIFORNIA ROAD RACE
• Suzuki GSXR Nat'l C'ship Series. AFM South. Willow Spring, Rosamond. Info 213/864-0704.
GEORGIA ROAD RACE
• AMA Nat'l C'ship RR Series. Road Atlanta, Braselton. MICHIGAN MOTOCROSS
MRA. Moreland's Supercross Park, Stanton. Info 517/235-4105.
NEVADA ENDURANCE/ROAD RALLY
The Nevada 1100 & Reno BMW. Reno. Info 702/329-1147.
NEW HAMPSHIRE ROAD RACE
• Suzuki GSXR Nat'l C'ship RR Series. LRRA/AMA CCS. Bryar Motorsport Park, Loudon. Info 603/783-4744.
NEW YORK DRAGS
• Dragbike! Nat'l C'ship Series. Syracuse. Info 315/735-1661.
TEXAS ROAD RACE
WERA Nat'l C'ship Series. South Central Region. Texas World Speedway, College Station. Info 803/784-3105.
WEST VIRGINIA HARE SCRAMBLES
Wiseco AMA/AATVA Grand Nat'l C.C. Series. Big Bear Nat'l. Hazelton. Info 304/594-1157.

May 17

ALASKA MOTOCROSS
AMRA C'ship Series. Kincaid Park, Anchorage. Info 907/344-8229.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 805/272-8889.
CALIFORNIA MOTOCROSS/TT
• CMC. Porterville Airport Raceway, Porterville. Info 209/673-8080.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 415/634-3328 or 916/695-2727.
CALIFORNIA ROAD RACE
CVRG C'ship Vintage Series. Willow Springs, Rosamond. Info 415/829-6091.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA ENDURO
FRA/CRC Hobo Enduro. Red Mountain.
CALIFORNIA MOTOCROSS
• CMC. White Wolf Raceway, Bakersfield. Info 805/834-0284 or 833-2869.
CALIFORNIA MOTOCROSS
• CMC. Spring Classic Series. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CANADA ROAD RACE
MRA C'ship Regional Sprints. Gimli Motorsport Park, Winnipeg. Info 895-8475.
COLORADO MOTOCROSS
SRAC/Aztec Raceways. Aztec Raceways, Colorado Springs. Info 303/988-7722.
CONNECTICUT ENDURO
NETRA C'ship Series. New Eng. Champ. Somers.
FLORIDA ENDURO
FTR C'ship Series. Scrub Oak Enduro. Daytona Dirt Riders. Daytona. Info 904/761-5522 or 761-1625.
GEORGIA MOTOCROSS
GA Cycle Supply Series. Ball Ground. Info 404/941-8464 after 7:30 p.m.
GEORGIA MOTOCROSS
Calhoun MX, Calhoun. Info 404/629-7511.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
ILLINOIS SCRAMBLES
• AMA/D-17. Bloomington-Normal MC, Wapella. Info 309/828-7001.
ILLINOIS SCRAMBLES
AMA/Belleville Enruro Team. Belleville. Info 618/235-6666 or 277-DIRT.

INDIANA HILLCLIMB
• AMA Nat'l C'ship Series. Goshen Iron Horsemen MC, Middlebury. Info 219/674-8061 or 293-3398.
IOWA SCRAMBLES
AITRA Series. Besco Farm, Ottumwa. Info 515/682-9974.
KANSAS MOTOCROSS
Prairie Pups MX Track, Hutchinson. Info 316/663-4066.
KENTUCKY MOTOCROSS
Greenbo MX, between Grayson & Greenup. Info 606/473-7590.
KENTUCKY MOTOCROSS
AMA/W KY Trail Riders. B & J, Cadiz. Info 502/522-6389.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Ball Hill. Leominster.
MASSACHUSETTS MOTOCROSS
• AMA Nat'l C'ship Series. Southwick. Info 413/772-0685.
MICHIGAN POKER RUN
Tri-City Comp. Club. Off-road PR. Standish. Info 517/684-9872.
MICHIGAN SHORT TRACK/TT
Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
MICHIGAN MOTOCROSS
MRA. Brown City MX, Brown City. Info 517/522-4380.
MISSOURI ENDURO
Black Jack Enduro Series. Chadwick Enduro. Chadwick.

MISSOURI MOTOCROSS
MXP. Finger Lakes State Park, Columbia. Info 314/696-5561.
NORTH CAROLINA MOTOCROSS
NMA Qualifier. Devil's Ridge, Sanford. Info 919/776-2412.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
OHIO MOTOCROSS
• AMA/D-11 Nat'l Pro/Am. Kenworthy's MX Park, Troy. Info 513/335-7111 or 335-4763.
OHIO HARE SCRAMBLE
Summit Valley Park Campgrounds, Salineville. Info 216/679-2957.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 614/228-0690 or 323-3766.
OHIO MOTOCROSS
CRA. Moto Sport Trails, Malvern. Info 216/821-2966.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
PENNSYLVANIA MOTOCROSS

FREE CALENDAR LISTING

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
Muskingum Valley MX
Zanesville, OH
Mar. 22

L/W PRO
Troy Graham Hon
Bradley Wood Kaw
Mark Weaver Suz
Mike Blair Kaw
Ed Allender Hon
125 B
Shad Walker Hon
Mike Wheeler KTM
Ed Allender Hon
Brian Campbell Kaw
Jack Tuller Yam
H/W PRO
Kip Bookman Yam
Mike Blair Kaw
Greg Smith Hon
250 B
Brad Thompson Kaw
Randy Thibaut Kaw
Brandy Brandom C-A
Richard Robinson Hon
Russ Wagner Hon
OPEN B
Tom Doyle Hon
Richard Wiseman Yam
Richard Borinson Hon
Bill Hoover Hon
Jack Tuller Suz
VET
Chuck Hetrick Yam
Larry Shumaker Yam
Steve Hashman KTM
Gary Whited
Rodger Finigan Yam
50 AUTO
Joey Belmont Yam
Rusty Hanning Yam
Jeremy Berwanger Yam
Beth Hanning Yam
Melissa Williams Yam
65
Billy Harbert Kaw
Ron Durrer Kaw
Patrick McPherson Kaw
MINI JR
Tom Pugh Kaw
Billy Harbert Kaw
Ronald Durrer Kaw
MINI SR
Hayden Richards Kaw
Douglas Flinner Kaw
Carl Williams Kaw
Harlan Bowser Yam
Barry Gardner Kaw
SCHBY
Scott Davis Kaw
Brian Jones Kaw
Jeff Castle Kaw
Scott Wolford Kaw
Adam Merrick

Motocross
NESC
Southwick, MA
Apr. 12

125 NOV A
Brian Supry Suz
David Haight Hon
Dewitt Davis Hon
Phil Ficazzola Yam
John Moulton Hon
250 NOV A
Eric Standke Hus
Gary Barker Hon
Guy Villeneuve Kaw
Mike Basco Hon
Mike Welch Hon
OPEN/NOV
Mike Melchione Hon
Ken Krause Hon
Bob Gould Hon
Glenn Britton Hon
Brian Argenta Hon
125 NOV B
Ron Jackson Kaw
Ken Germain Hon
William Guillinane Hon
Terry Edgecomb Kaw
Scott Elwell Yam
250 NOV B
Gary Krysztopik Suz
Brian Webster Hon
ERnest Leclerc Suz
Ronald Strumski Yam
Nick Debaggis Hon
125 AM B
David Lacourse Kaw
Ron Nickerson Hon
Mark Roderick Kaw
Rick Ovesny Kaw
Carl Sampson Hon
125 AM A
Toby Jasmin Hon
T.J. Watkinson Hon
Ken Nelleter Kaw
David Lampron Yam
Jeff Haight Hon
250/OPEN AM
Scott MacKenzie Kaw
Mark Sullivan KTM
Tim Jones Hon
Jack Weaver KTM
John Harriman Hon
125 EX
David Rudnicki Suz
Bill Dzielak Hon
Wemyss Scott Yam
David Antonucci Kaw
Jim Meenan Suz
250/OPEN EX
David Rudnicki Suz
Wemyss Scott Yam
Jim Meenan Suz
Lee Helliwell Kaw
John Dowd Kaw
VET
David Clemence Hon
Bob Cirard Hon
Tom Janik Hon
Joe Gardina Kaw
Jack Weaver KTM
SR VET
Jerry Borrello Hon
Al Carniani Suz
Frank Lajeunesse Suz
Jim Simone Kaw
Bill Fischer Kaw
85 BEG
Todd Campopiano Kaw
Derek Eskenas Yam
Joe Zimmerman Kaw
Kevin McLellan Kaw
Wes Clarke Kaw
85 JR
Wally Silva Kaw
Scott Carter Yam
Steve Harris Kaw
John Barone Kaw
Kurt Weigel Kaw
85 SR
Shawn Conary Kaw
Tony Lorusso Yam
Jason Buzzee Kaw
Rosaire Nadeau Kaw
Scott Sheak Kaw
125 BEG
Terry Edgecomb Kaw
Eric Howe Suz
Ed Engstrom Hon
Ron Jackson Hon
Jon Thomas Kaw
125 JR
John Cullinane Hon
David Luke Kaw
Chris Gagnon Kaw
Steve Harris KTM
125 SR
Larry Maxwell Kaw
Tony Lorusso Yam
David Fantini Suz
Brandon Smith Kaw
Jason Davino Hon

Motocross
Ross Downs MX
Colleyville, TX
Apr. 14
By Terry Corday

250 BEG
James Moore Hon
Mike Harris KTM
Eric Verhelst Hon
250 NOV
Tom Charlebois Suz
Darren Terry Yajm
Derrick Sims Kaw
Scotty Smith
Ralph Ragland Hon
250 INT
Roy Schellenberger Yam
Scott Schambacher Yam
Jeff Carpenter Hon
Edward Verhelst Hon
OPEN
Scott Schambacher Yam
Derrick Sims Kaw
Jon Bennett Hus
Ralph Ragland Hon
Stacey Smith
250 EX
Jason Upshaw Hon
Jon Rice Hon
125 MOD NOV
Joey Bloxom
Jeremy West
David Posey
125 MOD INT
Jerry Benner Yam
Kris Carr Yam
Steve Viets
Jeff Kline Hon
MINI BEG
Lanny Cox II Hon
Jason York
Jason Gwin
Brian Thomas
John Cantres
MINI JR
Eric Gartman
80 NOV
Scott Nelson Kaw
Kevin Bloxom Kaw
Jason Edwards Kaw
Trey Sechler Kaw
Jeremy Fipps Hon
80 INT
Jody North Kaw
Jason Krempin
125 STK INT
Roy Schellenberger Yam
Kris Carr Yam
Jerry Benner Yam
Steve Viets
Tommie Jackson Hon
125 EX
T.J. Mooney Hon
Lorne Burton Hon
Jerry LeBlanc Suz
Jason Upshaw Hon
OVER 30
Douglas Bagwell
Danny Moore Kaw
Ralph Rust
Tom Johnson
Jesse Parker Hon
125 BEG
Kris Hughes Suz
Chad Christian Yam
Chris Thrash Kaw
Barb Russell Suz
125 STK NOV
Jeremy West
Joey Bloxom
Lance Tipton Kaw
Cass Brantley Suz
David Posey
MINI OPEN
Jody North Kaw
Kevin Bloxom
Scott Nelson Kaw
Jason Krempin
Trey Sechler Kaw
P/W
Brian Johnson

Motocross
NESC
Point Standings
Greenfield, MA
Apr. 19

YTH 85 BEG
Todd Campopiano 50
Derek Eskenas 44
Joe Zimmerman 40
Kevin McLellan 34
Wes Clarke 31
YTH 85 JR/SR
Shawn Conary 47
Tony Lorusso 47
Jason Buzzer 35
Rosaire Nadeau 34
Wally Silva 34
125 AM
Ron Nickerson 47
Greg Anderson 47
David Lacourse 35
Rich Ovensey 31
John Majher 30
250/OPEN AM
Mark Sullivan 72
Ray Gross 65
John Majher 58
Scott Mackenize 49
Craig Seekins 43
125 EX
Wemyss Scott 85
Bill Dzielak 68
Pat Barton 68
Randy McCann 54
Doug Henry 51
250/OPEN EX
Wemyss Scott 86
David Rudnicki 77
Lee Helliwell 71
Jim Meenan 70
Randy McCann 70

Short Track
Monterey Fairgrds.
Monterey, CA
Apr. 18
By Jack Barton

50 P/W 4-8
Jeff Gabhart
Aaron Baker
Aaron Findley
60 MINI
Johnny Murphree
Brian Sgheiza
80 MINI
Dan Hart
250 NOV D-1
Greg Soderer
Armando Alvernaz
250 NOV D-2
Louis Canepa
Jim McCarter
500 NOV D-1
Karl Thoeni
Elmiro Alvernaz
500 NOV D-2
Gary Ferravanti
Lonnie Lacy
250 JR
Jimmy Higuera
500 JR
Melvin Elias
Martin Thoeni
Gary Vincelet
OPEN JR
Anthony Giammanco
Gary Vincelet

Motocross
I-40 Motocross
Lenoir City, TN
April 18
By L. Sharp

60
Rodney Stephens
Jason Williams
Nathan Melton
Adam Melton
80 JR
Andy Millen
Bill Lemons
Wayne Harrison
Tracy Nelson
Jamie Harrison
80 SR
Marty Dyke
Richie Billings
Tommy Owen
Chris Hutchinson
Mitch McKenzie
125
Travis Payne
Allen Cody
Chad Powers
Larry Bolden
Sam Stewart
250
Richard McCarty
Larry Harrison
Matt McMurray
Steve Litz
Larry Darnell
OPEN
Travis Payne
Chad Powers
Larry Harrison
Sam Stewart
Jeffery Beeler
OVER 30
Ron Nelson
J.L. Belcher
ENDR
Billy Mayo
Danny Thornburg
Shane Wright
Billy Griffin
David Dunford

Motocross
Ross Downs MX
Colleyville, TX
Apr. 17
By Terry Corday

M/MINI
J.J. Spencer Hon
John Heath Kaw
Danny Fowler Kaw
Jeremy Ellison Kaw
MINI JR
Coby Owen Kaw
Casey Pinkston Kaw
Rodney Stanford Yam
John Heath Kaw
MINI SR
Chad Walters Hon
Jason Krempin Kaw
Chris Berry Suz
Brian Dowell Hon
Reid Allison Yam
MINI BEG
Jason York Suz
Lanny Cox II Hon
Grant Rockett Hon
Brad Shelton Kaw
Chris Sherrell Kaw
125 BEG
Bryan Auston Yam
Eddie Jordan Yam
Keith Collins Kaw
Bob Moore Kaw
Jesse Wilson Hon
125 NOV
Dee Wood Hon
Steve Hunter Hon
Danny Fort Kaw
Matt Anderson Kaw
Cass Brantley Suz
125 EX
Clay Hoenshell Kaw
Dennis Hawthorne Kaw
T.J. Mooney Hon
Bob Abbott Hon
Jerry LeBlanc Suz
250 BEG
Roger Starnes Hon
Jeffrey Scott Hon
Ray Lynn Campbell Hon
Kelly Black Yam
Steve LaRoza Kaw
250 NOV
Darrin Terry Yam
Jay Cox Hon
Preston Klutts Hon
Marty Painter Kaw
Lew Cain Kaw
OPEN NOV
Derrick Sims Kaw
Brian Hill KTM
Jeff Douglas Mai
Brad Overturf Hon
Mike Volzard Kaw
OVER 30
Joe Comeau Kaw
Randall Kyle Hon
Danny Moore Hon
Danny Hagins Hon
COMB INT
Roy Schellengerger Yam
Scott Schambacher Yam
Scott Brodnax Kaw
Kris Carr Yam
Chris Walters Hon
COMB EX
Dennis Hawthorne Kaw
Clay Hoenshell Kaw
Terry Tinney Hon
D.L. Wood Hon
Dean Lane KTM

Trophy Pickup

For Listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

Budweiser BUDWEISER Budweiser
SUZUKI
NATIONAL PRO-AM
125~250~OPEN
$4000.00 CASH
MAY 17
$4000. IN TROPHIES & CONTINGENCIES
125 & OPEN TOP 3 QUALIFY FOR BUCHANAN NATIONAL JULY 5
Race On Grass
1987 KENWORTHY'S MOTOCROSS
GP CLUB INC.
All District 11 Motorcycle Classes
7 "B"
Class Trophies Guaranteed
Sign up $5 "B" $10 "A"
PRO-AM-$15
Practice at 8:30
Race at 10:30
GATE ONLY $5
Under 12—$1
Under 6—Free
AMA SANCTIONED
Free Camping
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PRO BACKWARDS GATE
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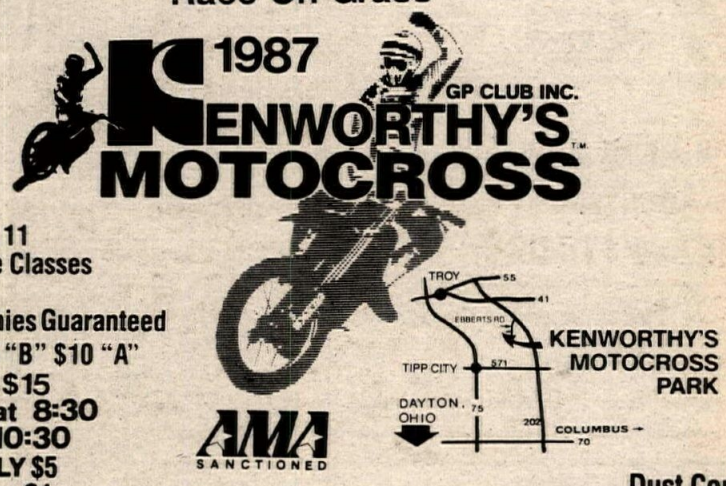

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$1,100 Purse
May 17
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MOTOCROSS
WEDNESDAY NIGHTS ● FRIDAY NIGHTS
FREMONT, CALIFORNIA
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SMX
California Schedule
Sat. ~~May 2~~ CANCELLED
Sun. May 3 DeAnza
Sat. May 9 Perris
Sun. May 10 Perris
INFO (714) 582-3482

Speedway
MAY 1
Costa Mesa, CA
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WANT ADS

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Looking for top quality, color only, unique photos of Lawson, Shobert, Springsteen, Spencer, Mamola, Hannah, Johnson, O'Mara, Lechein, Ward to buy for poster use? Contact: Tim Rockwood, G.P. Products. (714) 855-9203. (115-17)

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Central Florida's fastest growing Yamaha dealership is looking for career minded Parts Personell. Top pay plus benefits, insurance, dental, vacation. Must have one year minimum multi-line dealership experience. Call Jeff. (305) 273-3579. (217)

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H.D. Instructor Trainee
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Wtd: Exp Honda Technician
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Experienced Parts Person
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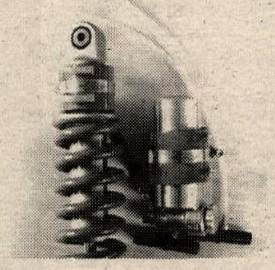

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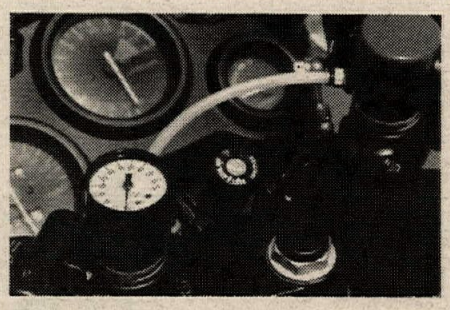

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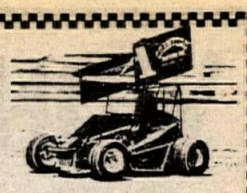

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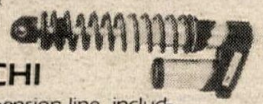

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Set of 68 manuals, in Honda binders. $500 takes all. Honda shims, set of 75, assorted sizes. $100. Bates one piece, 5'11", 180 lbs. $200. (414) 251-0542 evenings. Kevin. (117-18)

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13 h.p. increase, 20 lbs lighter than stock, wide power band, 4 dba over stock. Retains side and center stands. $199 includes four aluminum silencers. R5-RD250/350/400 Daytona. $175 includes two aluminum silencers. Kawasaki H1/H11. $210 includes aluminum silencer and hardware. Visa/MC. FACTORY PIPE PRODUCTS, 816-A Waugh Lane, Ukiah, CA 95482. (707) 463-1322. (214/TFN)

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Set to KEY TIME or start at the line. Complete with all mounting hardware and a one year warranty. Just $79.95. Visa/MC. ICO, Box 430, Bayou-Lacombe, LA 70445. (800) 331-0470. (214/P/TFN)

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Pro Circuit and PSI pipes, Pro Circuit porting, Pro Circuit aluminum swingarm and sub frame. Fresh top end. $1800. (805) 529-5583. (317)

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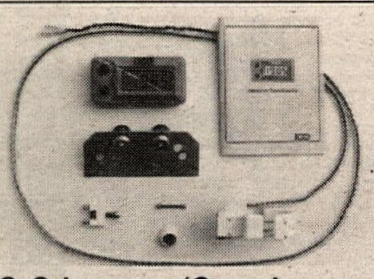

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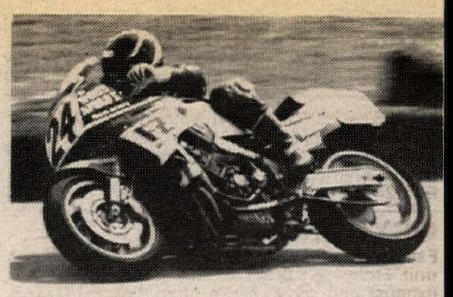

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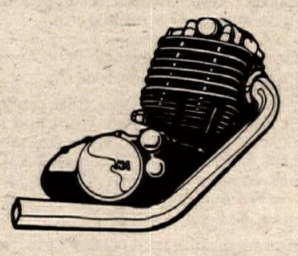

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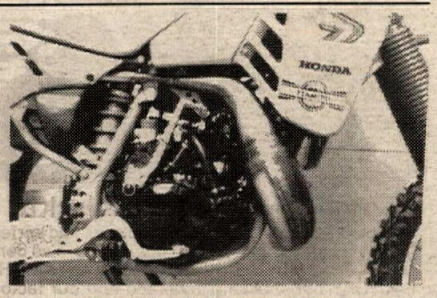

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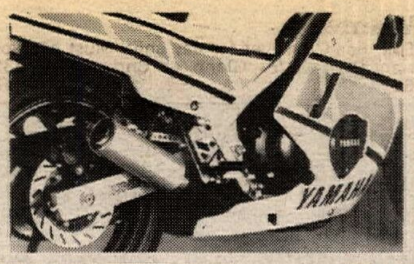

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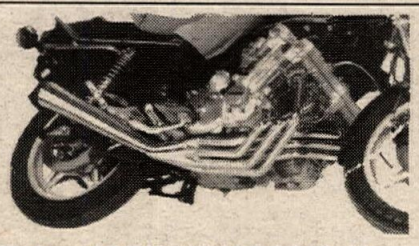

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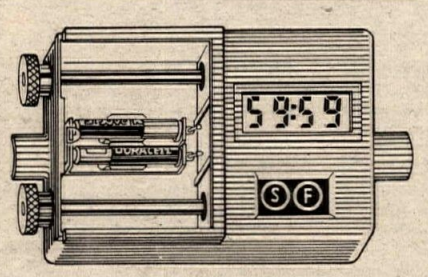

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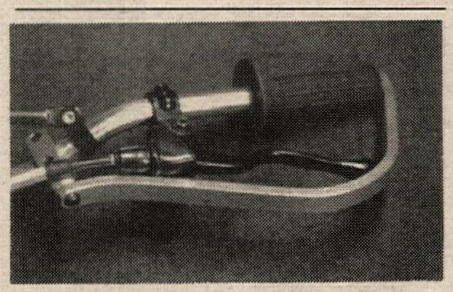

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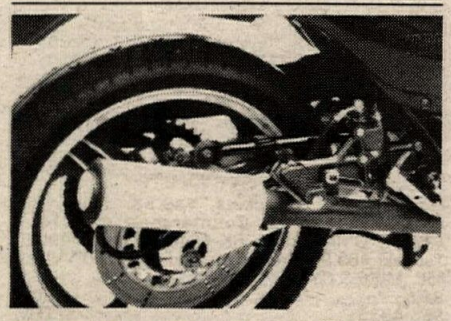

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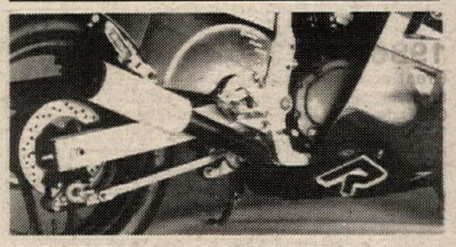

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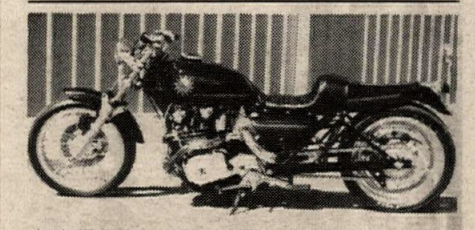

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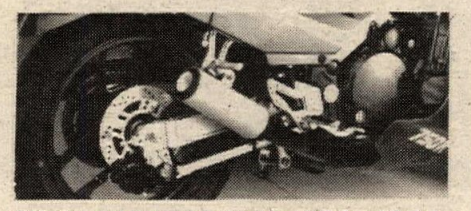

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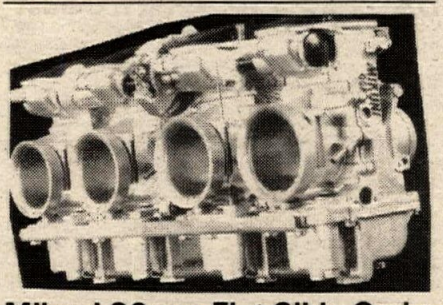

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